3M MICROFILM

START
OF ROLL

ROLL NO.
197

CONSTRUCTION
CONTRACTS
8654

OREGON DEPARTMENT OF TRANSPORTATION

1979 N Oakland Interchg.-Sutherlin Intch. Sec. of Pac. Hwy. (Gr, pave, barriers, struc, & sign) 8654 #3

Cont'd from Reel #196

C&A 7846 – 3-16-83

> "The contractor cannot render meaningless an express condition of the contract which he knowingly and freely accepted, and the contractee, who has very likely paid, through the bids received, for its exaction of the 'no damage' clause, cannot be deprived of the benefit of the 'no damage' clause unless his conduct indicates bad faith or some other tortious intent. Such a clause precludes an action for damages for delay in the absence of proof that the delays were the product of fraud, evil intent, improper motive, or wilfulness amount to bad faith; or, it has been said, unless the delay was caused by conduct constituting active interference with the contractor's performance on the part of the contractee. In one case, however, it has been declared that where delay was avoidable, the fact that it was caused by bad faith on the part of the contractee was not important.
>
> "However, both by reason of a general rule of construction of contracts and also because of the harsh results often induced by the 'no damage for delay' clause, such clause is given a strict construction, and the courts generally recognize certain exceptions to the general rule precluding recovery. Of course, the 'no damage' clause may be waived by the contractee."

Having established that a "no damage for delay" clause is valid, the question for the court is whether Spencer has included delay damages in the complaint.

Exhibit 2 is the revised claim which the contractor submitted to the State of Oregon. Exhibit 2 sets out two types of costs included in Spencer's claim, i.e., "direct" and "impact."

The direct costs are what the contractor maintains were the actual costs of opening the highway to four lanes, i.e., labor, material and equipment, while the impact costs are delay costs in additional expenses incurred as a result of the delay. In the present case delay costs are not recoverable.

Having shown that Spencer cannot recover delay costs but has attempted to include them in the complaint and claim, the question remains whether there is an exception which will allow plaintiff to recover in the present case for delay damages.

The state awarded the contract to the plaintiff on December 19, 1977. At the time the contract was signed, Spencer agreed that he would vigorously prosecute the work and that time would be of the essence.

Spencer further agreed that he would complete all work described under Phase A of the contract no later than November 18, 1978. Spencer was unable to meet this deadline. Spencer was more than one year late in completing the work described in Phase A.

As a result of the delay, rather than completing the work by the scheduled date, plaintiff had only completed a little more than 50 percent[5] of the work described under Phase A by the winter season. It was this delay occasioned by Spencer, coupled with the danger resulting to the traveling public which required the state to partially suspend the work. See affidavits of Coulter, Shull and Gix.

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[5] This is based on total dollars paid as of this date compared with the total dollars of the contract.

Under Standard Specification 108.07(a) the contractor agreed that:

> "Pursuant to subsections 105.01 and 105.10, the engineer and inspectors have authority to suspend the work wholly or in part for cause. The engineer will have the authority to suspend the work wholly or in part: due to failure of the contractor to correct conditions unsafe for the workmen, the general public or the Division's employees; for his failure to carry out provisions of the contract; for his failure to carry out orders; for such periods as the engineer may deem necessary due to conditions considered unsuitable for the performance of the work or for any reason deemed to be in the public interest." (emphasis added)

Under Standard Specification 105.01 any decision of the engineer made under Standard Specification 108.07 is final. In the present case the contractor failed to comply with the conditions of the contract and since the conditions resulted in a danger to the traveling public, plaintiff is not entitled to delay damages.

Even if the delay was not occasioned by the contractor, nevertheless, the engineer had authority to protect the traveling public and thus the contractor would not be entitled to delay damages.

Thus plaintiff's complaint should be reduced by the amount of any delay damages included therein.

XI. PLAINTIFF HAS INCLUDED $652,097.17 IN DELAY DAMAGES

Exhibit 2, page 13, summarizes the "costs" to the contractor in partially suspending the work. There is no question that $585,669.24 are "delay" costs, i.e., the time loss on the equipment. In addition, plaintiff has included $66,427.93 in delay costs under the guise of direct costs, i.e., increase in liquid asphalt prices and increase in wages, fringes, etc. (Ex 2, p 11) Thus plaintiff's entire claim should be reduced by $652,097.17 which are nothing more than delay costs.

XII. SPENCER IS NOT ENTITLED TO RECOVER $79,724.45 DEDUCTED FROM THE FINAL ESTIMATE FOR MATERIAL THAT WAS INCORPORATED INTO THE PROJECT BUT FAILED TO MEET SPECIFICATIONS

During the project Spencer furnished approximately 51,610 tons of Class B AC mix. (Ex 7, Item 23) The state paid the contractor $557,395.91 for the mix. The state deducted $79,724.45 from the final estimate as a result of AC mix that was incorporated into the project that did not meet specifications. (Ex 7, Item 6007) The contractor maintains that the state breached its contract in making this deduction. (Ex 1, Claim 8)

There is no dispute between the parties that during the project Spencer produced asphaltic concrete that failed to meet the specifications. See affidavit of Jim Wilson. (Ex 8) Moreover, there is no dispute that Spencer was responsible for assuring that all material incorporated into the project met contract specifications. Standard Specification § 106.01.

The parties agreed that if material failed to meet specifications, the engineer had three options:

(1) He could accept the material if he found the material is in reasonable close conformity with the material requirements. Standard Specification § 105.03.

(2) He may order the material removed and replaced or otherwise corrected at the expense of the contractor if he finds that the material is not in reasonable close conformity with plaintiff's specifications and have resulted in an inferior or unsatisfactory product. Standard Specification § 105.03.

(3) He may make an appropriate adjustment in the contract price if he finds that the material furnished is not within reasonable close conformity with plans and specifications but that reasonably acceptable work has been produced. Standard Specification § 105.03.

> "In the event the engineer finds the materials furnished, work performed or the finished product not within reasonably close conformity with the plans and specifications but that reasonably acceptable work has been produced, he shall then make a determination if the work shall be accepted and remain in place. In this event, the engineer will document the basis of acceptance by contract modification which will provide for an appropriate adjustment in the contract price for such work or materials as he deems necessary to conform to his determination based on engineering judgment." Standard Specification § 105.03 (emphasis added)

Regardless which alternative the engineer chooses, his decision is final. Standard Specification §§ 105.01; 105.03.

In the present case, the engineer, rather than rejecting the AC mix in its entirety, chose to accept the material but with an adjustment to the contract price. (Coulter Affidavit) The reason for such a provision in a contract is obvious: if a contractor is going to provide an inferior product, then there is no reason in paying a full contract price for something that is less than what had been contracted for. Moreover, there is no sense in requiring the contractor to remove the entire product if it has value to the state.

The engineer's decision to make the deduction and the amount of the deduction was based upon the advice of his staff. See Exhibits 22 and 23. Since there was a rational basis for the deduction, the engineer's decision is final.

It is difficult to determine what plaintiff's objection to the deduction is. As stated above, there is no question that the parties agree that the material was out of specification. Plaintiff may be objecting because the reason the material was out of specification was because it was produced from a quarry that had been "qualified" by the Department of Transportation. As stated earlier, the Department of Transportation does not warrant the material produced from the quarry. The obligation to produce specification material is upon the contractor.

Plaintiff may also be objecting because plaintiff maintains that the "amount" is arbitrary. As indicated in Exhibits 22 and 23, there is a rational basis for the amount. Whether the amount should have been $80,000 or $90,000 or $75,000 is one of those issues that is within the expertise of the engineer and pursuant to the agreement of the parties, is not a question fopr the court and jury.

If the plaintiff's position is that the engineer did not have the authority to make the deduction, then defendant should be able to introduce evidence at the time of trial to show how much the state was damaged in not receiving material that met contract specifications.

XIII. THE STATE DID NOT BREACH ITS CONTRACT WITH SPENCER WHEN IT DEDUCTED FROM THE MONTHLY PAYMENT ESTIMATES 792.7 TONS OF 1"-0 AGGREGATE BASE THAT THE CONTRACTOR REMOVED FROM THE PROJECT OR WHICH, AS A RESULT OF THE CONTRACTOR'S CONSTRUCTION PRACTICES, HAD BEEN SO CONTAMINATED THAT IT WAS UNSUITABLE FOR THE PURPOSES DESIGNED

Plaintiff's second claim "Shoulder Base Rock Deduction" plaintiff is requesting that the engineer pay the contractor an additional $4,320.71 for material that Spencer wasted or was so contaminated that it was no longer suitable for the intended purpose. Plaintiff's complaint maintains that the engineer breached the contract in failing to reimburse Spencer for the material.

There is no dispute between the parties that some material was removed. Since some material was removed, plaintiff has waived his claim when plaintiff failed to file an itemized claim regarding this issue within 90 days of the mailing of the final estimate and voucher. Assuming for the sake of argument, however, that plaintiff has not waived this particular claim, plaintiff still is not entitled to the relief requested.

The starting point for this particular claim, as in all claims, has to be the contract. The contract required Spencer to place 1"-0 aggregate base in the shoulder areas. (See Ex 5, Plan Sheet 2C; Ex 10 is a reduced copy of Plan Sheet 2C) The Plan Sheet provide that temporary aggregate base surfacing should be placed in areas of Stage 1 construction with a slope to act as a buffer in the shoulder area. Later in Stage 3 construction the same aggregate was to be bladed out and used as a base material for the the shoulder areas. The contractor was to be paid under Bid Item 22 for the 1"-0 aggregate base.

In the same areas that Spencer was to place the aggregate base, he was also required to excavate for the perforated drain pipe. When and how the contractor would excavate for the drain pipe was left to the contractor's discretion.

In some cases, the contractor's employes placed the waste from the excavation on top of the aggregate. In removing the trench excavation waste from the area, the contractor also removed, in some cases, the aggregate that was to be permanently incorporated into the project. (Affidavit of Patitz)

Moreover, in some cases, as a result of the substantial amount of trench excavation waste placed over the aggregate, the rock became so contaminated that it would have lost its value as aggregate base. As a result of the contamination, the inspector rejected the aggregate which had become unsuitable.

There are five questions for the court:

(1) Was the 1"-0 aggregate base to be permanently incorporated into the project?

(2) Under the contract, could the contractor remove material that was to be permanently incorporated into the project and still receive payment for the material?

(3) Could the contractor contaminate temporary aggregate base which was to be permanently incorporated into the project as

a base for shoulder paving if the aggregate became unsuitable as aggregate base?

(4) If the contractor could not remove the aggregate from the project or contaminate it, who was to make the decision as to how much it had been contaminated or wasted?

(5) Is there a "material" dispute of facts?

A. The aggregate base was to be permanently incorporated into the project and could not be removed.

As indicated in Plan Sheet No. 2C (Ex 10) the temporary aggregate base surfacing in areas of Stage 1 construction was to be placed with a slope to act as a buffer in the shoulder area. Later in Stage 3 construction the same aggregate was to be bladed out and used as a base for further work. (Ex 10)

The state was to pay the contractor based upon the quantities incorporated into the project. Nowhere in the plans does it indicate that the contractor may "temporarily" incorporate the aggregate base and then on a later date remove it.

In the present case, therefore, when the contractor removed the aggregate, the state was entitled to make a deduction against the contract price for aggregate that was removed from the project.

B. The contactor could not contaminate the material to such an extent that it no longer became suitable for its intended purposes.

Under the contract, materials which after approval become unsuitable or unacceptable for use, regardless of cause will be rejected and shall not be used. In the present case, the contractor, because of his construction practices, had so contaminated some of the 1"-0 aggregate base that it was no longer suitable for its intended use.

Plan Sheet No. 2C shows that the temporary aggregate was to act as a base for the paving of the shoulder areas. As indicated in the Affidavit of Mr. Patitz, there was a substantial amount of dirt and debris, as a result of the excavation of the drain pipe trench placed and intermingled with the aggregate base. As a result of the contamination, the aggregate base was no longer suitable as a base for the paving of the shoulder area.

Spencer maintains that the plans contemplated that the aggregate gets contaminated. There is no dispute as to this fact. It is unquestionable that aggregate base rock placed along a highway will be contaminated in the sense that some dirt and debris from the traveling public and the surrounding construction will fall on the aggregate base. It is a question of degree. In the present case the engineer did not make a deduction for the dirt and debris caused by the traveling public or by the normal construction practices but by the substantial amount of excavation waste that had unnecessarily been placed upon the aggregate base.

Under plaintiff's interpretation of the contract, any contamination regardless of amount would have been contemplated by the contract. Spencer could have had the rock placed in a four to one ratio, i.e., four parts of dirt for every one part of aggregate. Spencer's interpretation of the contract is unreasonable.

As a result of the contamination, the aggregate base became unsuitable for use in thus the deduction was made.

C. The engineer or his duly appointed representative should make the decision as to how much was wasted or contaminated.

As indicated in the affidavit of Mr. Patitz, there was more than one technique in determining how much aggregate had been wasted or contaminated. In the present case they had to estimate in some cases, measure in others. They chose the best methods available. Under the contract the decision of the engineer is final. He has accepted Mr. Patitz's method of calculating amounts.

CONCLUSION

Not all the issues between the parties are resolved by the partial summary judgment. There are still minor disputes that could readily resolved in the event the court granted all or part of the defendant's motion for partial summary judgment.

Should the court grant the state's motion in part or in whole, plaintiff's complaint should be reduced by the following amounts:

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I. Plaintiff failed to file a claim for adjustment to contract quantities within the period set forth in the contract.

(1) Claim 1 relating to the quantity of AC mixture	$ 2,327.69
(2) Shoulder base rock	4,320.71
(3) Antistrip additive	4,083.00
(4) Temporary concrete barrier and plastic safety markers	20,500.00
(5) Liquidated damages	65,400.00
(6) AC pavement adjustment	79,724.45
(7) Increased costs to place perforated drains in solid rock	95,246.90
Total	$271,602.75

II. Plaintiff is not entitled to the return of liquidated damages on the claims plaintiff failed to submit on time pursuant to the contract.

(1) Replace AC aggregate - 25 days	$ 7,500.00
(2) Price agreements - 28 days	8,400.00
(3) Extra work orders - 59 days	17,700.00
(4) Patching - 35 days	10,500.00
Total	$ 44,100.00

III. The State Engineer did not breach the contract for failing to grant a time extension based upon the conclusory allegation set forth in plaintiff's complaint for time extension.

(1) Price agreement - 28 days	$ 8,400.00
(2) Extra work orders - 59 days	17,700.00
Total	$ 26,100.00

IV. Plaintiff has agreed to waive claims for additional compensation for claims not filed within one year.

(1) Trench excavation	$ 95,246.90
(2) Extension of time for patching - 35 days	10,500.00
Total	$105,746.90

V. Plaintiff is not entitled to an extension of contract as a result of delays caused by subcontractor hired by plaintiff.

60 days $ 18,000.00

VI. Spencer is not entitled to an additional 45 day adjustment to contract time when the engineer, based upon his experience and expertice, has already granted 50 days of a 95-day request for adjustment of contract time.

45 days $ 13,500.00

VII. Plaintiff is not entitled to recover the costs of producing aggregate that failed to meet specifications.

$135,938.00

VIII. The Department of Transporation is not responsible for additional expenses incurred by contractor as a result of alleged unauthorized modification of the plans prior to bid.

$ 95,246.90

IX. The contractor is not entitled to recover delay damages. $652,097.17

X. Spencer is not entitled to recover the adjustment to contract price as a result of material that was incorporated into the project that did not meet specifications. $ 79,724.45

XI. The state did not breach its contract with Spencer when it deducted from the monthly payment estimates.

792.7 tons of 1"-0 aggregate base $ 4,320.71

Many of the disputes overlap. The court cannot simply total the dollar amount found in the above summary. Thus, should the court grant the motion in its entirety, the claim would be reduced from $1,171,513.75 to $111,875.00.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ TIMOTHY WOOD

TIMOTHY WOOD OSB# 73331
Assistant Attorney General
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 20th day of May, 1983, I served a true copy of the within Motion for Partial Summary Judgment with supporting memorandums, affidavits and exhibits which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Daniel J. Seifer
KOBIN & MEYER
Attorneys at Law
610 S. W. Alder Street
Portland, Oregon 97205

/s/ TIMOTHY WOOD

Timothy Wood
Assistant Attorney General
Of Attorneys for Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 73331

mj

rn 2654 -17-83

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

INSPECTION REPORT

REGION NO. 10	**REPORT ON** Claims Settlement	**DIVISION** Oregon
DATE OF INSPECTION 5-17-83	**INSPECTION MADE BY** Glenn Hossner and W. N. Bryant, FHWA	**PROJECT NO.** I-F-5-3(111)137

Original Signed By G. K. HOSSNER Field Operations

W. N. Bryant Area Engineer

IN COMPANY WITH
Bryant Jackmond and Tim Woods, OSHD

REMARKS

N. OAKLAND INTCHNG - SUTHERLIN INTCHNG

Pacific Highway

Grade, Pave, Barriers, Structures, Signing

A meeting was held on 5-17-83 at which time the State explained the current status of the twelve claims totaling $1,171,513.75 (see attached listing) previously submitted on this project. Each claim was explained in detail as was the State's position relative to possible settlement. It appears at the present time the State can fully support approximately $150,000; however, they expressed concern relative to their ability to support in court their full denial of several claims.

It was indicated that the contractor may be willing to settle all claims out of court for $175,000 including interest. Based on discussions and information available at this meeting FHWA indicated that a settlement in the amount of $175,000 would be eligible for Federal participation.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 31 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

6/1

FORM PR-33 (REV. 3-70) EDITION OF 7-67 MAY BE USED

GPO 1977-775-844

654

5

March 16, 1983

Oregon State University
Corvallis, OR 97331

AGR

Attention: Civil Engineering Department

MISC. CONTRACTS and
AGREEMENTS No. 7846

Gentlemen:

Attached for your records is a fully executed copy of an intergovernmental personal service contract for the services of Professor R. G. Hicks as an expert witness in a suit involving the North Oakland Interchange-Sutherland Interchange, Pacific Highway, Douglas County, Contract No. 8654, at a cost not to exceed $5,000.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Jack Sollis (agree. att.)
Keith Martin "

8654 2-24-83 B.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-F-5-3(111) 137

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division, Salem, OR

4. PROGRAM NO.

5. ITEM NO. 80039

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE 2-24-83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
North Oakland Interchange - Sutherlin Interchange

11. GENERAL DESCRIPTION OF WORK
Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below /

13. REMARKS

As requested by Mr. Keasey's letter of 2-17-83, I approve the revised cost for legal expense to a TEC of $35,000 - Federal funds $32,284. (SFO #7 and SFO #7 Supplement #1).

(Increase TEC $17,000 - Federal funds $15,680.80)

RECEIVED
STATE HWY ENGR
MAR 2 '83
REFER TO Susan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Origtd 3/2

14. DATE 2-24-83

15. SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

8654 1-10-83

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

S. D. SPENCER & SON, INC.,)
a corporation,)
)
Plaintiff,)
)
vs.) Case No. 132700
)
STATE OF OREGON, acting by and)
through its Transportation)
Commission, Department of)
Transportation, Highway)
Division,)
)
Defendant.)

NOTED
H. S. COULTER

DEPOSITION OF H. SCOTT COULTER

Taken on behalf of the Plaintiff

RECEIVED
STATE HWY ENGR
MAY 26 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

January 10, 1983

SOWERS, JOHNSON, KIRK, CAPRI, BRICKER & COMPANY
COURT REPORTERS
400 Georgia-Pacific Building, Portland, Oregon 97204
Phone 228-7201

EXHIBIT INDEX

Exhibit No.	Description	Page
23	Letter directed to the Department of Transportation, dated November 16, 1977, and letter signed by Mr. H. S. Coulter, dated December 15, 1977, in response	16
24	Memo from Mr. Coulter to Oregon Transportation Commission, dated May 5, 1978	17
25	Letter from Mr. Coulter to Spencer dated April 18, 1979	18
26	Letter from S. D. Spencer & Son to Mr. Coulter, dated March 8, 1982	19

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

S. D. SPENCER & SON, INC.,)
a corporation,)
)
Plaintiff,)
)
vs.) Case No. 132700
)
STATE OF OREGON, acting by and)
through its Transportation)
Commission, Department of)
Transportation, Highway)
Division,)
)
Defendant.)

DEPOSITION OF H. SCOTT COULTER

Taken on behalf of the Plaintiff

- - -

BE IT REMEMBERED That, pursuant to the State of Oregon Rules of Civil Procedure, the deposition of H. SCOTT COULTER was taken on behalf of the plaintiff before Marilyn A. Johnson, a Court Reporter and Notary Public for Oregon, on Monday, the 10th day of January, 1983, commencing at the hour of 4:05 p.m., at Oregon State Highway Department Offices, Salem, Oregon.

APPEARANCES:

KOBIN & MEYER
By Mr. Daniel J. Seifer and Ms. Susan Whitney
Attorneys for the Plaintiff

STATE OF OREGON DEPARTMENT OF JUSTICE
By Mr. Timothy Wood
Attorney for the Defendant

Also Present: Mr. James Gix
Mr. Otis Jordan
Mr. George Spencer
Mr. Roger Patitz
Mr. Bryant Jackmond
Mr. Harry Williams

- - -

H. SCOTT COULTER

called as a witness on behalf of the plaintiff, and having been first duly sworn by the notary, was examined and testified as follows:

EXAMINATION

BY MR. SEIFER:

Q Would you state your full name and spell your last name, please?

A H. S. Coulter, C-o-u-l-t-e-r.

Q And what is your residence address?

A 4194 Duane Drive South, Salem, 97302.

Q Mr. Coulter, as you may know, I represent S. D. Spencer & Son, which is the plaintiff in a lawsuit which has been filed against the State of Oregon relating to work performed under OSHD Contract No. 8654.

Have you had your deposition taken before?

A Yes.

Q Do you have it in mind the purposes of a deposition and the uses to which its transcript may be put?

A In general, yes.

Q Will you agree that if any of my questions are unclear to you this afternoon or you have any uncertainty as to my meaning, to make that known to me at the time so that when we conclude, the transcript represents a clear and complete statement of your knowledge and understanding of the subject matters of my questions?

A I'll try.

Q What is your position?

A I am the State Highway Engineer.

Q How long have you been the State Highway Engineer?

A For about six-and-a-half years.

Q And that would include the period of time from December of 1977 through 1980 at least, would it not?

A That's correct.

Q When we talk in terms of aggregates and particularly aggregates for asphaltic concrete, what does the phrase "control test" mean to your understanding?

MR. WOOD: I object to the form of the question. I know you're just asking him what his understanding is, but it's broad and ambiguous.

MR. SEIFER: It's broad and ambiguous?

MR. WOOD: Yes. Go ahead and answer the question.

MR. SEIFER: That the term "control test" is broad and ambiguous, sir, when we talk about AC aggregates?

MR. WOOD: Well, are you talking about something specific now? Are you talking about the contract, a particular contract? What are you talking about?

MR. SEIFER: Well, I would like the witness's understanding.

Q (By Mr. Seifer) Let me ask this question, Mr. Coulter. In the context of AC aggregates, does the term "control test" have a meaning to you?

A Not just the term "control test."

Q Okay. You don't know what a control test is?

A I don't know what you mean when you say "control test."

Q Well, what do you mean if you say "control tests"?

A We use -- a control test can be a variety of things. A control test can be a test that's used to control something. If it is used by the contractor to control something, it means this. If it's used by someone else to control something else, it could mean something entirely different.

Q That's the best answer you can give me as to what a control test is?

A A control test is also used to verify correlation between field test results and those performed in the materials testing lab.

Q Okay. Anything else you can think of that a control test means to you in the context of AC aggregates?

A Not off the top of my head.

Q What is in the context again of AC aggregates a qualifying test, to your understanding?

A Qualifying test is usually related to a materials source and reflects that it is possible to make acceptable materials from aggregates within that source. That does not mean that aggregates produced from that source are necessarily acceptable.

Q To your understanding, there is a difference between a qualifying test and a control test?

A Yes.

Q There isn't any doubt about that, is there?

A (Shakes head in the negative.)

Q The reporter needs an audible answer.

A No.

Q All right. I'd like to ask you, sir, if you have an understanding of the Standard Specifications for Highway Construction 1974 Edition whether the prescribed test for deleterious substances is a qualifying test or a control test.

A I don't know.

Q Would you consult Section 703.2H and see if you find that to be applicable?

MR. WOOD: What's the question?

(Reporter reads back preceding question as follows: "I'd like to ask you, sir, if you have an understanding of the Standard Specifications for Highway Construction 1974 Edition whether the prescribed test for deleterious substances is a qualifying test or a control test.")

THE WITNESS: You made references to a test 703.02? Applicable for what?

Q (By Mr. Seifer) AC aggregates.

A No.

Q Okay. Let me ask you if you know whether the test for durability for AC aggregates is a qualifying test or a control test.

MR. WOOD: Or both.

MR. SEIFER: Or both.

MR. WOOD: Or some other alternative.

THE WITNESS: I don't know.

Q (By Mr. Seifer) Might I refer you to 703.08B1 and see if that is in your understanding applicable?

MR. WOOD: To AC aggregate?

MR. SEIFER: Yes, sir.

THE WITNESS: I don't know whether that test would be a control test or not. As far as I can determine, unless modified by the contract provisions, that the requirements of 703.08B1 and the test referred to there would be requirements for aggregates produced under the contract.

Q (By Mr. Seifer) Well, let me just ask you, sir, if that paragraph makes reference either to a control test or to a qualifying test, to your understanding.

A Not to my understanding. Makes reference to a Highway Division standard test and an Oregon State Highway T-96 test.

Q Do you find the words "qualifying test" in that paragraph?

A Yes, says that, "The material from which the coarse aggregates are produced or manufactured shall meet the folllowing qualifying test requirements."

Q Do you find the words "control test" within that paragraph?

A. No.

Q Now, do you have an understanding as to whether there are other or different requirements for durability for fine aggregate for AC paving?

A. Well, there may be. I don't know.

Q Does the next-to-the-last paragraph of Section 703.08 appear to you to be applicable to that question?

MR. WOOD: You're talking now just in general, not any specific context; right?

THE WITNESS: This is a general requirement that would appear to be applicable to fine aggregate.

Q (By Mr. Seifer) And it refers you back to the durability test for coarse aggregate, does it not, sir, as we were talking about a minute ago?

A. Says, "The source material from which fine aggregates are produced shall meet the durability requirements set forth for coarse aggregates."

Q And you find no other provision or use of the term "control test" in describing durability for fine aggregates for AC, do you, sir?

A. This is a discussion of the durability of the material from which the aggregates are to be produced, not the durability of the aggregates.

Q All right. Can you refer me to the portion of the Standard Specifications which describes the durability of the aggregates?

A. Not without some research.

Q Well, I'd like you to take just a minute, sir, if you would, and tell me where I might find those provisions.

MR. WOOD: If you don't know, just tell him you don't know.

THE WITNESS: I don't know. We could spend some time and I could sit here and paw through the book, or if you want me to do some research and come back with the information, I'd be glad to.

MR. WOOD: I don't think you have to do that, Mr. Coulter.

Q (By Mr. Seifer) Let me ask you this question. Are you aware of any requirements in the Standard Specifications for Highway Construction that relate to durability of AC aggregate?

A. I'm not sure where all the specifications are that relate to AC aggregate. We have various requirements either in the Standard Specifications or in the -- as those are modified by the Special Provisions of the contract that pertain to the aggregate, and there are requirements both for the aggregate and there are requirements pertaining to the material from which the aggregate is produced.

Q Is it your understanding that there are different requirements as to durability for AC aggregates than from the source for AC aggregates?

A. I don't know.

Q You don't have any understanding or opinion on that at this time?

A. I don't know.

Q. Do you have an opinion?

A. No.

Q. Have you ever had occasion to attempt to determine whether the Standard Specifications for Highway Construction impose different requirements for AC aggregates than for the source from which AC aggregates are produced?

A. Would you repeat the question?

(Reporter reads back preceding question.)

THE WITNESS: I don't remember making such a search.

Q. (By Mr. Seifer) Okay. Do you know whether the Standard Specifications have any requirements for the durability of AC aggregates?

A. I know that the Specifications have certain requirements for AC aggregates. Whether they are durability requirements or not, I can't say.

Q. Do you have an understanding as to who is to decide questions that may arise as to the interpretation of the Standard Specifications for Highway Construction?

A. With reference to what part of it? In what way?

Q Well, for example, the question as to whether or not Standard Specifications for Highway Construction do or don't have a requirement for the durability of AC aggregates as opposed to the durability of the source from which AC aggregates are produced.

A I am missing the question. I don't understand the question, what you're trying to determine.

Q Well, let me go back and try it again. We looked at 703.08B1.

A Yes.

Q Which describes some durability requirements. Do you see that?

A Yes.

Q All right. And you pointed out that those requirements specify qualifying test requirements for the materials source for certain AC aggregates, did you not?

A Yes.

Q And I asked you whether there was any similar or other provision which describes or provides durability requirements for AC aggregates themselves, and I believe you told me you didn't know. Is that also correct?

A Yes.

Q And my question to you was if a question of interpretation were to arise concerning whether or not the Standard Specifications have any requirements or provisions for durability of the AC aggregates themselves as opposed to the source from which they come, who is to decide such questions.

MR. WOOD: Do you understand the question, Scott?

THE WITNESS: No, I still don't understand the question.

Q (By Mr. Seifer) You don't know who is to decide questions that may arise as to the interpretation of the Red Book; is that correct?

A. I know that there is certain requirements in that interpretation that are my responsibility as the State Highway Engineer. Now, whether the specific question that you have pertains to that or not, I don't know, because I don't fully understand the question which you're trying to -- what you're trying to determine.

Q Okay. Well, if I had a question about the Red Book, that rose out of the Red Book and what it did or didn't provide, would I direct that question to you?

A. That would be a very good place to direct that question, yes.

Q All right. Then let me try again. Does the Red Book have any specifications or requirements for the durability of AC aggregates as opposed to the durability of the source from which they came?

MR. WOOD: I am going to object to the question. You have asked it and he's answered it.

MR. SEIFER: And he doesn't know.

MR. WOOD: That's his answer.

Q (By Mr. Seifer) Is that the right answer, Scott?

A. I said that I don't know.

Q. Okay. Do you know anybody that does know the answer to that question?

A. I can hazard some guess but I have no knowledge that they would know.

Q. Well, I'd like your estimate, sir. I don't want to call it a guess, but I'd like your estimate of people that might be knowledgeable about that.

A. I would think that our Construction Engineer, that our Assistant Materials Engineer in charge would also have that knowledge as well.

Q. Give me names of these two people. I'm sorry. I didn't catch the titles quick enough.

A. The Construction Engineer would be Mr. Keasey, and Assistant Material Engineer would be Mr. Jim Wilson.

(Discussion off the record.)

Q. (By Mr. Seifer) Excuse me, Mr. Coulter. I seem to be unable to find the piece of paper that seemed interesting at one time.

You aware of any difference in the context of AC aggregates between durability and soundness under the Oregon State Highway Division Standard Specifications?

A. I don't have a recollection of what is meant by soundness.

Q. What particular interests or problems did the Oakland-Sutherlin project have concerning traffic control?

A. I don't know in specific terms. It involved the reconstruction of highway on which was carrying traffic and required that some parts of this work be done, and there was an interference with traffic, there was a complication, in the overall work to be done.

Q. Must be something in the air. I thought I heard what you said but I'm not quite certain I understood it. You said that there was traffic in the work?

A. Yes, traffic had to be carried through the work area.

Q. That's not unusual for restorative work along I-5, is it?

A. No.

Q. All right. Anything else about the traffic control on this project that was a problem or particularly interesting?

A. Nothing that I can remember, that I could think of.

Q. Do you recall having referred to you an inquiry from the University of Tennessee concerning traffic management in construction areas in late 1977?

A. No, I don't remember.

Q. Like to hand you a copy of a letter directed to the Department of Transportation dated November 16, 1977, and to a letter over your signature dated December 15, 1977, in response.

A. I have no reason to be this is not a letter that I sent over my signature to Mr. Humphries in Tennessee.

Q. And how did you select the Oakland-Sutherlin project as one of three to refer this gentleman to?

A On a recommendation from my Construction Engineer.

Q Mr. Keasey?

A Yes.

Q Do you recall having any discussion or conversation with Mr. Keasey about that?

A I don't remember any.

Q Is that just a question where your name was used to send out a letter that you probably did not meaningfully participate in?

A No. You asked if I remembered having any discussions. I indicated I did not remember having any discussions.

Q Yes. I'm asking you, sir, whether that letter is a subject matter which you expect that you participated in or whether your name was used by your subordinates on a matter in which you were not directly involved.

A I don't understand your question.

Q Can you be any more specific?

A I was directly involved in these contracts.

Q Were you directly involved in the letter that I have handed you?

A I signed the letter.

Q Did you have any other involvement with it?

A I requested a draft of the letter be prepared for my signature. That was done. I agreed with the draft, had the letter prepared and signed it.

MR. SEIFER: Could we mark that, please, as Exhibit 23?

(COULTER DEPOSITION EXHIBIT 23 marked for identification.)

Q (By Mr. Seifer) Now, what knowledge or understanding did you have of traffic control interests or problems on the Oakland-Sutherlin project that caused you to agree with that being one of the three projects listed in the letter as being perhaps of particular interest to Mr. Humphries?

MR. WOOD: I wonder if part of the problem is the use of your term "concern" or ----

MR. SEIFER: I was just trying to use the language of the letter, Tim.

MR. WOOD: Okay.

THE WITNESS: The specific reason as to why these projects were selected, I don't know. They do indicate that they are projects that might be of concern to someone interested in doing research dealing with field observations and traffic flowing through construction projects, and identification of traffic management problems and work zones. Identified because they are projects on which there would have to be some traffic control and management of traffic through work zones on those projects and quantities of traffic. They all involve projects on Interstate 5 on which we do have a considerable volume of traffic.

Q (By Mr. Seifer) You're aware, are you not, or do you recall that as a result of some omissions in the calculation of the estimated quantities, that it was determined at the very outset of this project that there would be a significant overrun of the estimated quantities?

MR. WOOD: I'll object to the use of the term "significant."

THE WITNESS: I don't remember.

MR. SEIFER: Okay. Mark this, please, as Exhibit 24.

(COULTER DEPOSITION EXHIBIT 24 marked for identification.)

Q (By Mr. Seifer) Do you recognize what I'm handing you marked as Exhibit 24 as a copy of a memorandum from yourself to the Oregon Transportation Commission dated May 5, 1978?

A. Yeah, this looks like a memo that I would have signed.

Q And does that not describe an anticipated overrun of in excess of $300,000?

A. Yes, this letter indicates that dated May 5th, that an overrun of approximately eight percent or $312,000 is anticipated.

Q All right. And do you recognize the date of early 1978 as being shortly after the award of the project?

A. I think it's about six months after award of the contract. I'm not sure.

Q Okay. Do you have any acquaintance or understanding as to how that estimate or change in the estimated quantities became necessitated?

A. No, I don't. I don't remember any.

Q. All right. Are you aware of the circumstances leading to the discussion in the third paragraph that, "Additional perforated drain pipe was added to the project late in the preparation of the contract plans"? Does that have any significance to you?

A. I don't remember any discussions about it. I don't doubt it.

Q. Okay. I take it that as a part of your responsibility you review contractor requests for adjustment or increase in contract time and make recommendations, if you deem it appropriate, to the Oregon Transportation Commission on that subject; is that correct?

A. I reviewed requests from contractor for adjustment in contractor time. I sometimes make recommendations to the Commission. I sometimes do not.

Q. You have authority to grant contract time adjustments or extensions?

A. I am not sure. I believe so.

(COULTER DEPOSITION EXHIBIT 25 marked for identification.)

Q. (By Mr. Seifer) What's been marked for identification as Exhibit 25 is a letter from yourself to the contractor dated April 18, 1979. That letter has the intent or purpose of adjusting or extending the contract time performance on this contract, does it not?

A. That does.

Q. Did you personally participate in the review of contract time or the request which was the subject matter of that letter?

A. Yes, I did.

Q. And what was the nature of your involvement in that review, sir?

A. I reviewed information and prepared by various people on my staff, resulting in having a letter prepared, and I signed it. It granted 50 days to the contractor on that contract.

Q. Other than reviewing those analyses that others on your staff had made, did you conduct any independent review of the request for an increase in contract time?

MR. WOOD: What do you mean by "an independent review"?

Q. (By Mr. Seifer) Did you do anything other than review work product of your staff?

A. I made no separate review other than review made by people on my staff.

Q. Okay. Have you made any subsequent review or analysis of adjustment or extension of contract time on this project?

A. I made a review of a request for contract time on this project. Whether it was subsequent to this or prior to this, I'm not sure. It had to do with a request for an adjustment in work time having to do with luminieres, which was denied.

(COULTER DEPOSITION EXHIBIT 26 marked for identification.)

Q. (By Mr. Seifer) Handing you what's been marked for identification as Exhibit 26, being a copy of a letter from the contractor to you, dated March 8, 1982, do you recall that you did in fact receive such a letter?

A. Yes, I received this letter.

Q. And do you recall that enclosed with it was a booklet of information?

A. That's correct.

Q. Okay. Has that information been considered and investigated by you or your subordinates?

A. Yes.

Q. Have you advised the contractor of your acceptance or rejection of the claim in full or in part?

A. On receipt of this information, I referred it to people on my staff in the Construction Section for analysis. About the time that they received it, there was also a lawsuit filed -- in fact, mention was made of the suit in this letter -- so that it was also referred then to our legal counsel, and that it's my understanding that there had been some discussions with the contractor following that, subsequent to receipt of the information.

Q. Well, have you had any correspondence or conversation with the contractor since receiving Exhibit 26?

A. I have not, to the best of my memory anyway.

Q. Are you aware of whether the Red Book which is on the table in front of you contains any requirements or prohibitions with respect to AC aggregates concerning the presence of sulfate compounds of calcium, sodium or magnesium?

A I don't know. It's quite possible that there are some.

Q And if a question should arise of the type that I have just directed to you, is there anyone who you know or believe would be knowledgeable about whether the Red Book does or does not have any such specification?

A I would call on my materials people.

Q Mr. Jenkins or Mr. Wilson?

A Yes.

Q Did you visit the site of this project at any time during the course of construction?

A Not to the best of my recollection.

Q Have you ever visited the Oak Creek Quarry, which is the source of the aggregates that are part of the dispute in this litigation?

A Not that I remember.

Q Have you at any time during the course of construction on this project had any conversations with Mr. Spencer concerning OSHD Contract No. 8654?

A I don't remember any conversations that I had with Mr. Spencer.

Q And at any time during the course of construction on this project, have you had any conversations or discussions with any of his employees or representatives that you can recall today?

A Not that I can recall.

Q Never attended any meetings or anything of that nature concerning this project?

A Not to the best of my recollection.

Q Do you have any first-hand knowledge, in other words, from your own eyes or ears, about anything that did or didn't happen on this project or was or wasn't said about it other than as your staff may have reported to you?

A Not that I can remember.

(Discussion off the record.)

Q (By Mr. Seifer) Have you delegated to anyone the authority or responsibility to answer questions that may arise as to the interpretation of this document or the contract in this case concerning questions of aggregate durability or aggregate source durability?

MR. WOOD: Want to talk about that one? Do you know what he means by "delegated it"?

THE WITNESS: I'm not sure what you're trying to get at. Why don't we go talk for a while.

MR. WOOD: All right.

(Brief conference outside deposition room between Mr. Wood and the witness.)

MR. WOOD: I am going to object to the form of the question. There's two questions there, one as to interpretation, two as to questions of durability, etc.

Q (By Mr. Seifer) I wasn't trying, Mr. Coulter, in the question to get to the merits of whether aggregate is durable or not, but only to find out whether you have assigned or delegated or made someone else responsible for answering questions about what the contract does or does not require with respect to durability.

Does that help you answer the question at all?

A I don't know and I don't know whether this answer will be completely responsive to your question, but certainly there is delegated the responsibility of to our Project Engineer, to our Materials Engineer, to other people on the job for determination as to the acceptability of materials on an ongoing basis.

Q Well, that acceptability, sir, is, in all fairness, whether or not the materials comply with the plans and specifications, including the Red Book; isn't that correct, whether they conform to the requirements?

A That can also include some determinations as to the "durability" of those materials. The specifications, as I know them, requires that the materials are to be produced -- the source of the materials for aggregates has certain durability requirements, and that the aggregates then must meet those requirements. The source must have material in it that meets certain requirements. Consequently, the aggregates that are produced from that have some very similar requirements.

Q Well, sir, we had earlier this afternoon looked at some language in the Red Book that appeared to say that sources for AC aggregate need to meet some qualifying test requirements concerning durability. Do you recall looking at those?

A. Yes.

Q You were unable to refer me to any language in the Standard Specifications which indicated that the aggregates themselves were to have those durability properties.

Is there or is there not language to that effect in this contract or in the Red Book?

MR. WOOD: Well, I think you've asked it and he's answered that question. His answer was that he doesn't know right now.

Q (By Mr. Seifer) All right. Then the only question I have at this point, is there somebody else to whom you have designated the responsibility of answering the questions that arise that you don't know the answer to of the type that I've just indicated?

A. I've indicated that certain people have been designated the authority to respond to and make determinations as to the quality and durability and other requirements of the aggregate.

Q All right. Who has been designated the authority to determine the criteria for the durability of AC aggregate?

A. What do you mean by "the durability of AC aggregates"?

Q. That term doesn't have meaning to you?

A. I'm not sure what you mean when you say ----

Q. Well, I meant whatever you meant when you described that in 703.08.

A. When I said I didn't know what the durability of the aggregates were. I said that I talked about the material, the durability of the material from which the aggregates should be produced.

Q. Have you had an opportunity to review the contract time of completion provisions of this contract?

A. Not in specifics, no.

Q. Could I show you Section 108.08 of the Special Provisions and ask you to take a quick look at it?

(Discussion off the record.)

THE WITNESS: Yes.

Q. (By Mr. Seifer) All right. Do you have an understanding whether under Special Provision 108.08, the contractor is required to have completed the work which physically cannot precede the placing of the top lift of the asphalt,concrete base course or the asphalt concrete wearing course with seal prior to the expiration or lapse of the paragraph A time period?

A. I lost that question someplace. I'm sorry.

Q. I don't doubt that. You can turn the book around so you can look at it and then we'll ask the reporter to read it back.

(Reporter reads back preceding question as follows: "Do you have an understanding whether under Special Provision 108.08, the contractor is required to have completed the work which physically cannot precede the placing of the top lift of the asphalt concrete base course or the asphalt concrete wearing course with seal prior to the expiration or lapse of the paragraph A time period?")

THE WITNESS: I don't know.

Q (By Mr. Seifer) And who might know the answer to that question arising out of the plans or specifications?

A. Our Project Engineer should have an understanding whether or not there is any work that physically could not be done but yet was required to be done before this or not, "this" meaning the provisions under contract 108.8A.

Q I have heard of a Resident Engineer and I have heard of a Project Manager, but I'll be darned if I know who a Project Engineer is in the Highway Department. Who is that?

A. Probably a misuse of a term on my part. We now call them Project Managers. We used to call them Resident Engineers.

Q That's who you're referring to?

A. That's who I was referring to, yes.

Q Do you have an understanding that an amount of approximately $80,000 has been withheld from the contractor on this project as a result of allegedly non-specification aggregate included in AC paving?

A. Yes.

Q And do you have an understanding that stockpiles of previously crushed AC aggregate were rejected for use on this project?

A. I am aware that there was some stockpiles of crushed aggregate that were rejected. Whether they were crushed AC aggregate or not, I don't know.

Q Okay. And did you have an understanding that that was one of the claims or disputes that the contractor has presented to you and in litigation?

A. There's some I think 11 items in the claim submitted by the contractor. One of them has to do I think with some rejected materials. One of them certainly has to do with the penalties on the pavements.

Q You're looking at a document, sir. May I please see what it is that you're looking at?

MR. WOOD: Let me interrupt you. I got to take two minutes, place a phone call. Be right back.

(Brief recess.)

Q (By Mr. Seifer) You're looking at a copy of what I believe we had marked as Exhibit 26 on which you have written in pencil the items listed in contractor's claim; correct?

A. That's correct.

Q And there is an item of some 79-odd-thousand dollars for the AC penalty, is there not?

A. That's right.

Q And an item of nearly $136,000 for rejected crushed materials?

A. That's right.

Q. All right. Do you have an understanding as to the basis for the penalty and rejection, that you could share with us today?

A. The general feeling for the basis for the penalty, not on the rejection.

Q. You didn't understand the two to be related?

A. I don't understand the two to be related.

Q. What did you understand to be the basis for the penalty?

A. Determination that the material primarily produced the -- or it's principally the material produced the first year was in substantial nonconformance to the contract specifications.

Q. In what respect, if you know?

A. I don't know on the specifics. All I know is in the generalities, and the end result of that was that the majority of the material was outside contract requirements, that a determination by our materials lab indicated that the material had a percentage of the anticipated durability of the material called for on the contract, and the difference between the two was by and large the amount of the penalty that was assessed in lieu of requiring the contractor to remove it all and replace it all with good material.

Q. Your understanding is that the nonconformance related to the durability; is that what you said?

A. Durability and in other factors, other requirements of the contract.

Q Well, do you know any of the other requirements other than durability that were involved?

A It failed to meet requirements on gradation, on -- within the tolerances, mix tolerances for the material itself, and index retained strength and perhaps some others.

Q You understand the index of retained strength to be something different than durability of aggregate?

A. It's a reflection of durability.

Q All right. Now, do you have an understanding as to whether or not it matters whether this contract had a requirement for durability of the aggregate itself in the context of either the penalty or the rejection of the materials?

MR. WOOD: What do you mean by "whether it matters"? It matters as far as what?

Q (By Mr. Seifer) Matters as far as your review and consideration of the contractor's claim.

A. I don't know the connection that this would make. I know that the requirement is for the contractor to produce materials that meet the contract requirements, and in failing to do so can very easily result in material that is not as durable as is called for in the contract requirements.

Q Would you think that an $80,000 penalty having been assigned, that the contractor is entitled to a reference in the contract documents to the specification which his work allegedly fails to meet?

A. Entitled in what way?

Q. Well, entitled either as a part of your response to his claim or as a matter of fairness and equity.

A. I think that the contractor is entitled to understand a rationale behind the assessment of the penalty, yes.

Q. You don't think he's entitled to know the specification requirement which is relied on in contending that the material is non-specification?

A. I am not sure. I would not say yes or no.

MR. SEIFER: Okay. I don't think we have anything else at this point.

(Deposition concluded.)

STATE OF OREGON)
) ss.
County of Multnomah)

I, Marilyn A. Johnson, a Court Reporter and Notary Public for the State of Oregon, do hereby certify that, pursuant to the State of Oregon Rules of Civil Procedure, H. SCOTT COULTER personally appeared before me at the time and place mentioned in the caption herein; that the witness was by me first duly sworn on oath, and examined upon oral interrogatories propounded by counsel; that said examination, together with the testimony of said witness, was taken down by me in stenotype and thereafter reduced to typewriting; and, that the foregoing transcript, pages 1 to 30, both inclusive, constitutes a full, true and accurate record of said examination of and testimony given by said witness, and of all other oral proceedings had during the taking of said deposition, and of the whole thereof.

Witness my hand and notarial seal at Portland, Oregon, this ___ day of March, 1983.

/s/ Marilyn A. Johnson
Marilyn A. Johnson
Notary Public for Oregon
My Commission Expires: January 28, 1987

8654

12-27-82

CLAIMS

FOR

EQUITABLE ADJUSTMENT

OSHD CONTRACT 8654

NOTED
H. S. COULTER

CLAIM # 1: REJECTED A.C. MIXTURE	$ 2,327.69 ✓
CLAIM # 2: SHOULDER BASE ROCK DEDUCTION	4,320.71 ✓
CLAIM # 3: ENGINEERING INSPECTION	4,379.62 ✓
CLAIM # 4: ANTI-STRIP ADDITIVE (REVISED)	3,000.83 ✓
CLAIM # 5: TEMPORARY CONCRETE BARRIER & PLASTIC SAFETY MARKERS	20,500.00
CLAIM # 6: PAVEMENT PATCHING — OSHD FORCES	25,905.38 ✓
CLAIM # 7: REIMBURSEMENT OF LIQUIDATED DAMAGES (REVISED)	62,100.00 ✓
CLAIM # 8: A.C. PAVEMENT PENALTY	79,724.45 ✓

30

EXHIBIT
2-A
SPENCER

2A

CLAIM # 9:	
REJECTION OF CRUSHED AND STOCKPILED A.C. AGGREGATE	$ 135,938.00
CLAIM # 10:	
DIRECTIVE TO ALTER TRAFFIC FLOW (REVISED)	732,325.17
CLAIM # 11: (SUBCONTRACTOR)	
REPLACEMENT OF GUARDRAIL POSTS AND BLOCKS	5,745.00
CLAIM # 12:	
INCREASED COSTS TO PLACE PERFORATED DRAINS IN SOLID ROCK	95,246.90
TOTAL OF CLAIMS	$1,171,513.75

8654

L.

STATE OF OREGON 1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

March 18, 1982

CON 5 #8654

S. D. Spencer & Son
Construction, Trucking & Equipment Rental
P.O. Box 1797
Vancouver, WA 98668

ATTN: George D. Spencer

NOTED
H.S. COULTER

RE: Claims for Equitable Adjustment
N. Oakland Interchange-Sutherlin
Interchange
Contract No. 8654

Dear Mr. Spencer:

This is to acknowledge receipt of your "Request for Additional Compensation" in the form of a one-inch thick booklet containing a listing of eleven items of claim and stating a total claim of $710,846.45.

First, and contrary to your transmittal letter, we do not acknowledge that the subject matter of this proposal has been discussed previously with State representatives.

Second, this project has been finaled for over a year and state personnel that were assigned to this project have been assigned other work or have retired.

Therefore, the review and analysis of these claims will require considerable time.

Sincerely,

H. S. Coulter
State Highway Engineer

by CT Kessey
C. T. Kessey, P.E., P.L.S.
Construction Engineer

RECEIVED
STATE HWY ENGR
MAR 19 '82
REFER TO
FOR

CTK:OBJ:cb

cc. H. S. Coulter ✓

bc: W. E. Schwartz
Alfred Shirley, Jr.
Tim Wood
Les Hampton

Form 734-3123

. D. SPENCER & ON

Construction, Trucking and Equipment Rental

P.O Box 1797
4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98668-1797

March 8, 1982

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Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Re: Contract # 8654
N. Oakland I/C-
Sutherlin I/C

Dear Sir:

We enclose our Request for Additional Compensation pursuant to applicable provisions of the referenced contract, in the amount of $710,846.45.

The subject matter of this proposal has been discussed previously with your representatives, but further discussions are certainly appropriate. Unfortunately, the time for commencement of suit, as provided by the Standard Specifications, is nearly upon us. We trust that you will realize that we must commence litigation in order to protect our rights, but you should be assured of our willingness to discuss the matter with your representatives.

After your representatives have had an opportunity to review the enclosed information, we would appreciate the opportunity of meeting with you.

Very truly yours,

George D. Spencer

George D. Spencer
S. D. SPENCER & SON

gds;hak
Encls:
cc: Mr. James J. Gix
Region Construction Engineer
Region III
1523 S. E. Cobb St.
P. O. Box 1128
Roseburg, Oregon 97470

RECEIVED
STATE HWY ENGR
MAR 9 '82
REFER TO
FOR
Info | File

1- Reject AC mat'l - 2328
2- Shoulder Base Rock - 4321
3- Engr Inspection 4380
4- Anti Strip Add - 12105
5- Temp Barriers & Markers - 20,500
6- Pit Patching State Forces 25,905
7- Erroneous liquid Damages 65,400
8- AC Pavement penalty - 79,724
9- Reject crushed aggr. - 135,938
10- Direction to alter traffic - 354,503
11- Guard Rail post & blocks - 5745

710,846

Assume March 13, 79 letter
Redo of Sept 25, 78 "

Time – Letter requested 95 days –
Our analysis – 20 days before stage work complete
granted 2/3 of 75 – 50 days, –
Feb meeting – in looking back stated. –
55 days plus barrier costs

5'

5.2

28-42

Luminaires –
March 3 Siems letter – Poles OK
March 23 to April 6 [19] — Arm – 4 to 6 weeks from Feb 23
— Luminaires " " " approval –
Approval ~~commanded~~ to GE March 8 –
4 to 6 weeks from March 10 = April 7 – April 21
Job Completion 3 weeks from Job start. –

☒
☒ Buhler, Compton, Bugge, Cascade – APA in Phoenix
– Jan 28 – Feb 3 –

Received luminaires June 10
Delay from Factory from April 19 to 28, 5/12, 5/26
Shipped June 2 ?
Completed July 10 –

11
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JUN 2[illegible] 1982
CONSTRUCTION SECTION
C/L CA LS TC FE CP

CONTRACTOR'S CLAIM ITEM #8

AC PAVEMENT PENALTY

NOTED
H. S. COULTER

The contractor presents many so called "facts and figures" to justify this claim. Oak Creek quarry is claimed as an approved material source. This statement needs to be qualified. Our quarry qualifying samples showed both good and unacceptable material and the need for selection of acceptable material. The crusher never did get their product into specification for gradation. This was the reason there was never payment for materials on hand for AC aggregate crushed in 1978. The contractor was informed daily of all test results taken in the field. These field or job control tests differ from the quality control tests which are tested in Salem and require considerably more time. The sodium sulfate test for soundness requires approximately one week to run.

RECEIVED
STATE HWY ENGR
DEC 27 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

It should be noted that the qualifying tests for AC aggregate are stricter than those for aggregate base. The sodium sulfate soundness loss test is not required for aggregate base material.

The quantities of aggregate the claim preparer states were crushed are in error with our reports which show a total 142,896 tons aggregate crushed. Of this amount 99,793 tons were for AC aggregate.

The contractor makes the statement that the mixture produced was used primarily in ramp lines, frontage roads, in shoulder areas and for patching of temporary roadway surfaces. Our records show that approximately 18,000 tons were used for leveling and base course. This was a significant portion of the 1978 production.

Our records show a continual battle to try to keep the contractor's plant producing specification material. The hot plant was a "stack-up" plant with screen decks. These plants have the capability of rescreening aggregate to get the correct proportions of each size needed to make a specification product. Spencer was either unable or unwilling to operate their plant to produce a specification gradation.

A major portion of the penalty was for loss of soundness per Sec. 403.16 (a-3) of Supplemental Standard Specs. Sampling for loss of soundness commenced 11-1-78 due to contractor's repeated attempts to incorporate soft aggregates into stockpiles. Results of these tests were received on 11-22-78. Additional samples were taken and cores were cut to determine the quality of the produced and stockpiled aggregate and the quality and value of the pavement that had been laid. The penalty assessed is the result of the study conducted by the Materials Section. This was necessary because the amount of non-specification material exceeded that allowed by the applicable guidelines. Sec. 105.03 Standard Specs and 1977 Guidelines apply.

I believe the penalty is correct and no settlement should be made.

CONTRACTOR CLAIM ITEM #7

Deposition Jan 10 - 11 AM

REIMBURSEMENT OF LIQUIDATED DAMAGES

Contractor's claim has many inaccurate statements throughout. The preparer did not appear to understand the workday charges. Time was charged against both "A" and "B" until the end of November, 1979. The project was completed during the winter season.

The contractor claims time for illumination delays. This has already been denied. Time claimed for "lost time" due to opening the highway to 4 lane in December 1978 has been equitably settled in my opinion with the 50-day extension.

A total of 112 days are claimed for replacing aggregate, price agreements and extra work orders. No attempt was made to justify time extensions or show why any of this work caused delays to the contractor. Some of the time claimed is either based on ignorance of the project by the claim preparer or else fraudulent.

At no time was the project "pressed vigorously to completion".

Large issue is charging against "A" until all work done except mainline above base lift A.C. If effort was made here, the liquidated damages would have been much less.

A hard look should be made at work remaining to be done on time. The engineer was correct in charging for the time he did. However, in court some of the work remaining could possibly be determined as insignificant to the intent of the contract. At the same time, we have well documented data that shows the contractor did not vigorously prosecute the project.

Specifically, he violated Standard Specifications Section 108.03, 108.04, 108.07(C) and Supplemental Standard Specifications 104.05, 108.04 and 108.08.

Having worked on the project and been involved with trying to get the project prosecuted through to completion, it is very hard to recommend any time extensions.

I recommend Standard Spec 108.10 be applied as modified by Supplemental Standard Spec 108.08.

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JUN 24 1982
CONSTRUCTION SECTION
TC
FE
CP

8654

B

DAVE FROHNMAYER
ATTORNEY GENERAL

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

November 18, 1982

RECEIVED
STATE HWY ENGR
NOV 19 '82
REFER TO Schwartz
FOR
Info Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

H. Scott Coulter
State Highway Engineer
Highway Division
140 Transportation Building
Salem, Oregon 97310

Re: George Spencer v. State

Dear Mr. Coulter:

This is to inform you that the above entitled matter has been filed in Douglas County Circuit Court. Named defendants include The Department of Transportation, Highway Division.

The matter concerns a third-party breach of contract claim against the Highway Division arising out of highway construction pursuant to OSHD Contract No. 8654, NOrth Oakland-Sutherlin.

I have assigned this case to Trial Attorney Tim Wood, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRMc:mj

cc: Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Contains Recycled Materials

8654 N Oakland Intchg.-Sutherlin 1977
Intchg. Sec. of Pacific Hwy.
(Gr, pave, barriers, struc, & sign) #2

8654

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 5, 1979

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JUL 6 - '79
REFER TO
FOR
Info Inves R/O D/R Sign Act File

Ken Berg

FROM: M. D. Glenn
Quality Control Engineer

SUBJECT: FHWA Reviews of Project Records and Documentation and Quality of Highway Construction Survey

TO: E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
Dale Allen
W. E. Schwartz

The following projects have been selected for reviews of Project Records and Documentation and/or Quality of Highway Construction:

Cont. No.	FAP No.	Section	Resident Engineer	PR&D	QHC
		Region I			
8798	FF-TQF-1(4)	Warren-Scappoose	Barnhart	X	X
8860	IX-24(8)	Ross Isl. Br.-S.E. 50th Ave.	Fillmore	X	X
8519	I-205-7(40)311	S. Banfield Interchange	Shotwell	X	-
		Region II			
8788	HHS-75(2)	Monitor Road Junction	Weber	X	X
8863	F-2-6(3)	Del Rey Beach Access Rd.-Neawanna Cr.	Anderson	X	X
8882	HHS-26(14)	Pine St.-Academy St.	Wolfe	X	-
		Region III			
8654	I-F-5-3(111)137	N. Oakland Int.-Sutherlin Int.	Shull	X	X
8756	F-14(5)	Remote	Morrison	X	X
		Region IV			
8804	F-24(14)	Long Prairie Rd.-Willow Flat Rd.	Meritt	X	X
8934	FR-21-3(4)	Crooked River Hwy.-Frederick Butte Rd.	Robertson	X	X
		Region V			
8886	F-30(2)	Pendleton-McKay Reservoir	Ferguson	X	X
8922	FR-76(2)	Columbia River Hwy.-Hermiston	Ferguson	X	X

The tentative schedule is to review projects in Regions 1 and 2 between July 9 to 19 with projects in Regions 4 and 5 being reviewed the latter part of August and September. The quality of construction survey is to be performed whenever feasible - whenever the actual paving or bridge deck placement is being performed. Therefore, reviews will have to be scheduled to accommodate this requirement. The Resident Engineers will be contacted and requested to keep me informed as to when paving will be underway.

The first two projects scheduled to be reviewed are:

July 5-6	Pendleton-McKay Reservoir
July 10 or 11	Ross Isl. Br.-S.E. 50th

Please notify your Resident Engineers of the upcoming reviews. I will be contacting them and your Region Construction Engineers in order to firm up review dates.

MDG:fr

cc: H. S. Coulter
Glen L. Green
Vincent J. Tabor
William H. Kappus

8654 4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: S.C. 8654

Salem, Oregon 97310

June 27, 1979

FROM: John C. Jenkins
Engineer of Materials
by for
James E. Wilson, Jr.
Asst. Engineer of Materials

TO: C. T. Keasey
Asst. State Highway Engineer

SUBJECT: Evaluation of Class "B" Asphalt Concrete, N. Oakland-Sutherlin Sect. Cont. #8654

RECEIVED
TECHNICAL SERVICES
JUN 28 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

As requested, we have evaluated the quality of nonspecification paving material used last fall on the N. Oakland-Sutherlin project. Based on a review of aggregate qualifying test results, field control testing and an investigation of mix properties, the reduced quality of the paving is basically the result of using unsound nondurable aggregate in the mix.

Soundness test results for aggregate used in the paving range from 4.16 to 38.94 percent loss for coarse aggregate and 11.55 to 48.23 percent loss for fine aggregate. With soundness loss in excess of the specified 18 percent maximum, aggregate breakdown along with associated factors such as varying moisture and asphalt absorption results in problems during mix production, process control testing and in pavement durability. Enclosed are test reports #79-91, 92 and #79-139, 40 which show the variation in the amount of clay and silt size materials resulting from breakdown during the production of ¼"-0 and in reject surge pile material.

A series of tests were made in the laboratory to show the effect of using aggregate with excess soundness loss. The tests indicate that AASHTO T165 Index of Retained Strength of the mix is 16 percent less than the specified 70 percent minimum. This reduced the durability of the pavement from a 2.0 crushed base equivalent level to near a 1.7 CBE level. Another result from using the unsound aggregate is the breakdown of aggregate during compaction resulting in a 3.0 percent increase in pass #200 material. Also, the determination of percent asphalt in the mix is more involved due to the indicated variation in asphalt retention factor ranging from 0.39 to 0.69 percent and 0.50 to 0.79 percent for a final belt and stockpile aggregate sample. Enclosed are reports #78-20629, 30, 31 and #78-20660.

Field tests for production control of the mix indicate that the pavement deficiencies are mainly the result of excess pass #200 material, 42 of 116 tests (36%) outside limits; and excess asphalt content, 37 of 116 tests (32%). With the high percentages of pass #200 and high asphalt content, the pavement durability is reduced from excess aggregate surface area and overfilling of pavement voids. This results in pavement raveling or deformation from low level stability. Enclosed is a graphic tabulation of field control test results.

Cores were cut from the pavement to further confirm the indicated quality of the surfacing. The test results show that 50 percent of the samples have excess asphalt content and 83, 67 and 100 percent of the samples have excess pass #10, #40 and #200 material. As expected, the percentage of tests outside tolerance limits for asphalt content is near that for construction control testing, and gradation tests indicate more fine material from continued aggregate breakdown. Also, the core tests show low level stability from overfilling the voids in the compacted pavement. In addition, asphalt recovered from fifty percent of the cores is of a soft consistency, indicating some type of contamination from a petroleum distilate material. Enclosed are core test reports #79-1420, 21 and #79-506, 7.

Based on our evaluation of the paving, the following are recommended assessments for use of nonspecification material. The price adjustments are related to the expected losses in pavement performance as indicate by past experience, specification requirements of various pavement structure components and method of design for the total pavement structural section.

1. For the total paving, apply a 15 percent price reduction to the total cost of the mix and asphalt cement. This relates the indicated 1.7 CBE quality of the pavement resulting from the use of unsound aggregates.

2. In addition to #1 above, for paving with gradation outside broad band limits and/or asphalt content outside job mix tolerances, apply a price reduction of twice the current standard method.

3. In addition to #1 above, for paving with gradation outside job mix tolerances and within broad band limits, apply the current standard method for calculation of price reduction.

JEW:gs

cc: E. S. Hunter
A. Shirley
V. Shull

Form 81-734-[illegible]

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
RETENTION FACTOR

Laboratory No. 78-20639
Data Sheet No. 4523-24-25, 2705
Prefix 610-1078
Laboratory charge 665.00

Project North Oakland Sutherlin
Highway Pacific
Contractor S.D. Spencer & Sons No. 8654
Submitted by V.E. Shull
Date received 11-27-78
Date reported June 27, 1979
Source of Material Oak Creek Quarry, 10-194-3
Sampled or inspected at Final Belt & Stockpile
To be used B Mix Asphalt Concrete
Sampled or inspected by Allen Liles
Quantity represented

The following samples were prepared and tested to determine retention factors for material produced on this project.
Samples 1 through 6 are materials from the final belt.
Samples 7 through 12 are materials from the stockpile.
Asphalt, A.R. 8000 with 0.85% Pave Bond Additive.

Size % Passing		3/4	½	3/8	¼	4	10	40	200	A/C	Retention Factor
Sample	1	100	85	73	60	52	26	10	4.6	6.18	0.72
	2	100	86	74	61	52	25	10	4.2	6.19	0.71
	3	100	85	74	60	52	25	10	4.4	6.11	0.79
	4	100	84	74	61	52	26	10	4.6	6.40	0.50
	5	100	85	74	60	52	26	10	5.0	6.30	0.60
	6	100	86	75	62	52	25	10	4.2	6.32	0.58
	7	100	84	74	60	52	26	10	4.5	6.21	0.69
	8	100	85	74	59	52	25	9	4.3	6.30	0.60
	9	100	85	73	60	52	25	10	4.3	6.30	0.60
	10	100	85	74	60	52	26	10	4.6	6.51	0.39
	11	100	85	73	60	52	26	10	4.3	6.36	0.54
	12	100	83	74	61	52	25	9	4.3	6.31	0.59
Average		100	84.8	74.2	60.3	52.0	25.5	9.8	4.49	6.29	
Mix Design		100	86	73	60	51	25	9	3.5	6.90	

Ave. Retention Factor: 0.6 %

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer Shirley
- X ☐ Resident Engineer V. Shull
- ☐ District Engineer
- 4X ☐ Files
- X Elliott Parker
- X S. D. Spencer & Son

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Breakdown of aggregates from compaction

Project North Oakland- Sutherlin

Highway pacific

Contractor S.D. Spencer & Sons No. 8654

Submitted by V.E. Shull

Source of Material Oak Creek Quarry, 10-194-3

Sampled or inspected at Final Belt & Stockpile To be used Asphalt Concrete " B" Mix

Sampled or inspected by Allen Liles Quantity represented

Laboratory No. 78-20630

Data Sheet No. 4523-24-25,2705

Prefix 610-1078

Laboratory charge 129^{75}

Date received 11-27-78

Date reported June 27, 1979

The following samples were prepared to determine the breakdown of aggregates from compaction. The samples are compared to the average gradation of 12 samples prepared for retention factor. Following compactions, extrations and T-30 (wet) gradtions were performed.

Size % Passing	3/4	1/2	3/8	1/4	4	10	40	200
Sample 1	100	89.1	79.0	69.5	60.5	36.4	18.5	8.8
2	100	85.7	79.1	67.0	59.3	36.4	17.6	8.3
3	100	87.2	78.2	67.5	60.2	37.5	18.5	8.5
Average	100	87.3	78.8	68.0	60.0	36.8	18.2	8.53
Average from 12 mix samples (#78-20631)	100	85.9	75.8	62.0	53.6	27.0	11.3	5.32

Single sieve size	3/4	1/2	3/8	1/4	4	10	40	200	P200
% Variations ± from compaction	0	-1.4	-1.6	-3.0	-0.4	-3.4	+1.9	+4.69	+3.21

P-200 corrected for 0.6% retention of asphalt: 2.98 % increase from compaction.

Notes:

REPORT TO:

☐ F.H.W.A.
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Shirley
X☐ Resident Engineer V. Shull
☐ District Engineer
4 X☐ Files
X Elliott Parker
X S. D. Spencer & Son

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

T-30 Gradations to determine P-200

Laboratory No. 78-20631
Data Sheet No. 4523-24-25. 2705
Prefix 610-1078
Laboratory charge 300^00

Project North Oakland Sutherlin
Highway Pacific
Contractor S.D. Spencer & Sons No. 8654
Date received 11-27-78
Submitted by V.E. Shull
Date reported June 27, 1979
Source of Material Oak Creek Quarry, 10-194-3
Sampled or inspected at Final Belt & Stockpile To be used Asphalt Concrete "B" Mix
Sampled or inspected by Allen Liles Quantity represented

T-30 Gradations of aggregates prepared for retention factor.
Sample 1-6 Final Belt Material..
Sample 7-12 Stockpile Material.

Size % Passing		3/4	1/2	3/8	1/4	4	10	40	200
Sample	1	100	86	77	64	55	28	12	5.8
	2	100	86	77	64	54	27	12	5.4
	3	100	86	76	61	54	27	11	5.3
	4	100	86	75	62	54	28	14	5.7
	5	100	87	76	63	55	29	12	6.3
	6	100	88	77	65	55	28	12	6.1
	7	100	85	75	61	53	26	11	4.9
	8	100	86	75	60	52	26	10	4.6
	9	100	85	76	61	52	26	10	4.8
	10	100	86	75	60	53	27	11	5.1
	11	100	86	74	61	53	27	11	4.9
	12	100	84	77	62	53	26	10	4.9
Average		100	85.9	75.8	62.0	53.6	27.0	11.3	5.32
Mix Design (Batched)		100	86	73	60	51	25	9	3.50

Notes:

REPORT TO:
☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer A. Shirley
X ☐ Resident Engineer V. Shull
☐ District Engineer
4X ☐ Files
X Elliott Parker
X S. D. Spencer & Son

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
Bituminous Mixture

Laboratory No. 78-20660
Data Sheet No. AB 4523-4525
Prefix 610-1078
Laboratory charge $200
I-F-5-3(111)

Project N. Oakland Interchge - Suthe-lin Interchge.
Highway Pacific
Contractor S.D. Spencer & Son No. 8654
Date received 11-27-78
Submitted by
Date reported June 27, 1979
Source of Material Oak Creek Quarry 10-194-3
Sampled or inspected at Final Belt
To be used Class "B" A/C
Sampled or inspected by A. Liles
Asphalt - Chevron AR8000 + 0.85% Pave Bond

Laboratory Fabricated Samples MIX Design # 78-12117

Retention factor :
Vacum Extraction = 0.6
RoTorex Extraction = 0.6

AASHTO T165 - Effect of water on cohesion of Compacted mixture

Asphalt Content % :	5.5	6.5	7.5
Unconfined Compressive Str. (wet psi =	173	228	297
Index of retained Strength, % =	36	49	61

ASTM D1560 - Resistance To Deformation of Bituminous mixtures

Asphalt Content % :	6.5	7.0	7.5
Asphalt Film Thickness :	Suff-thick	thick	V. Thick
Stability Value @ 1st Comp. =	46	41	43
Bulk Sp. Gr. @ 1st Comp. :	2.29	2.31	2.33
% Voids @ 1st Comp. =	7.7	6.5	5.3
Stability Value @ 2nd Comp. =	60	57	57
Bulk Sp. Gr. @ 2nd Comp. =	2.36	2.38	2.39
% Voids @ 2nd Comp. =	4.8	3.6	2.8
Real Gravity @ 0% Voids :	2.48	2.47	2.46

REPORT TO:

☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer A. Shirley
X ☐ Resident Engineer V. Shull
☐ District Engineer
4X ☐ Files
X Elliott Parker
X S. D. Spencer & Son

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Page 1 of 2

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3800

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 2707
LABORATORY REPORT NUMBER 79- 091

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: NORTH OAKLAND - SUTHERLIN
Prefix No.: 610-1078
Highway: PACIFIC
Contract No.: 8654
County: Douglas
Contractor: S.D. SPENCER & SON
Res. Engr.: V.E. SHULL
F.A. Proj. No.: I-F-5-3(11)1
Submitted by: Allen L. Liles
Sampled by: Allen L. Liles
Date Sampled: 12-22-78
Sample No.
Quantity Represented
Purpose of Sample: Remarks
Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: 200-0
INTENDED USE: reject from class "B" A.C. aggregate
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: OAKCREEK QUARRY 10-194-3
SAMPLED AT: reject surg pile
REMARKS: Mat'l requested by Dave Glenn & Jim Wilson
Weather
Avg. thickness

L.L. %
P.I. %
P#10 of P1¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS
☒ T-11 ☒ T-27 ☐ T-30 ☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum	Percent Passing	Percent Fracture
	T-27	T-11	T-11	
10	100	0	100	
40	98.9	1.5	98.5	
200	97.1	2.8	97.2	
P200		100		

Total wt. of sample = 142.9 gm
☐ OSHD Asphalt %
☐ T-27 P#10 of P¼ %
☒ T-11 P200 97.2 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE 56.5 COMPACT
COMB: % THIS SAMPLE % LAB. No. =
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.79
☐ T-84 Sp. Gravity, Appar. Bulk Absorp.
☐ T-85 Sp. Gravity, Appar. Bulk Absorp.
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ¾-⅜ ⅜-4 C.A.
4-8 8-16 16-30
30-50 50-100 Ledge Rock F.A.
☐ OSHD DEGRAD Ht. in. P20 % Ref. Ht. in. P20
RETAINED 1" Ht. in. P20 % Ref. Ht. in. P20
☐ T-96 ABRASION GRADING Percent Wear
☐ T-89 LIQUID LIMIT ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☐ T-182 ASPH. STRIP BRAND Grade Coated
ADDITIONAL TESTS: Soils analysis

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
REMARKS:

Date Received 12-28-
Date Reported 6-27-79
Lab. Charges $108.00

cc: ☐ FHWA
X☐ Construction Engineer
X☐ Region Engineer A. Shirley
X☐ Resident Engineer V. Shull
☐ District Engineer
☐ Geology and Soils
X☐ Reg. Geologist E. Parker
5X☐ Files
X S. D. Spencer & Son

John C. Jenkins
Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff

SP*79756-

EGON STATE HIGHWAY DIVISIO
Materials Section

Page 2 of 2

Laboratory Report

79- 091

Project	North Oakland Intchge.-Sutherlin Intchge.	**Laboratory No. Prefix No.**	610-1078
Highway	Pacific	**County**	Douglas
Contractor	S. D. Spencer & Son **Contract No.** 8654	**F. A. Project No.**	I-F-5-3(111)13
Submitted by	V. E. Shull	**Date Reported**	June 27, 1979
		Laboratory Charges	

1 Bag.

REPORT ON SAMPLE OF

Source of material	Oak Creek Quarry #10-194-3		
Sampled or inspected at	Reject Surg Pile (200-0)	**Data No.**	AB 2707
To be used	Reject from Class "B" A/C Agg.	**Date received**	12-28-78
Sampled or inspected by	Allen L. Liles 12-22-78	**Quantity represented**	

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
L. L. T-89	33	Moisture %						Sieve Size	% Passing
P. I. T-90	2	Exudation Press. psi						4	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in						3	
Sand Equiv.		Displacement						2	
Class. M-145	A-4	Compaction, psi						1½	
Organic %		"R" Value						1	
Nat. Moist. %		Density pcf						¾	
Los Angeles Abrasion T-96		Water loss ml.						½	
Grading % Wear		Comp. water						⅜	
Oregon Degradation		loss at blows						¼	
P20 %, Ht. in.								4	100.0
								10	99.3
Moist.-Density Relations								40	97.3
T-99 ☐ T-180 ☐ Harvard ☐								60	96.9
Dry Density pcf % Moisture								200	96.1

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	0.7 %
Coarse sand, 2.0 to 0.42 mm.	2.0 %	2.0 %
Fine sand, 0.42 to 0.074 mm.	1.2 %	1.2 %
Silt, 0.074 to .02 mm.	37.9 %	37.7 %
Silt, 0.02 to 0.005 mm.	43.9 %	43.6 %
Clay, smaller than 0.005 mm.	15.0 %	14.8 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
6X☐ Files

Remarks

John C. Jenkins
Engineer of Materials

Page 1 of 2

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 2708
LABORATORY REPORT NUMBER 79- 092

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: NORTH OAKLAND - SUTHERLIN
Prefix No.: 610 - 107B
Highway: PACIFIC
Contract No.: 8654
County: Douglas
Contractor: S. D. SPENCER & SON
Res. Engr.: V. E. SHULL
F.A. Proj. No.: I-F-5-3(111)1
Submitted by: Allen L. Liles
Sampled by: Allen L. Liles
Date Sampled: 12-22-78
Sample No.
Quantity Represented
Purpose of Sample: Remarks
Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:
AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: 40-0
INTENDED USE: reject from class 'B' A.C. aggragate
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: OAKCREEK QUARRY 10-194-3
SAMPLED AT: reject surg pile
REMARKS: Mat'l requested by Dave Glenn & Jim Wilson
Weather
Avg. thickness

L.L. ______ %
P.I. ______ %
P#10 of P¼ ______ %
Fracture ______ %
S.E. ______
F.F. ______
Asphalt ______ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS
☒ T-11 ☒ T-27 ☐ T-30
☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture
	T-27	T-11	T-11	
10	100	0	100	
40	97.8	2.2	978	
200	48.4	48.8	51.2	
P200		100		

Total wt. of sample = 125.3 gm
☐ OSHD Asphalt ______ %
☐ T-27 P#10 of P¼ ______ %
☒ T-11 P200 51.2 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE 84.2 COMPACT ______
COMB: ______ % THIS SAMPLE ______ % LAB. No. ______ = ______
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.86
☐ T-84 Sp. Gravity, Appar. ______ Bulk ______ Absorp. ______
☐ T-85 Sp. Gravity, Appar. ______ Bulk ______ Absorp. ______
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ______ ¾-⅜ ______ ⅜-4 ______ C.A. ______
4-8 ______ 8-16 ______ 16-30 ______
30-50 ______ 50-100 ______ Ledge Rock ______ F.A. ______
☐ OSHD DEGRAD Ht. ______ in. P20 ______ % Ref. Ht. ______ in. P20 ______
RETAINED 1" Ht. ______ in. P20 ______ % Ref. Ht. ______ in. P20 ______
☐ T-96 ABRASION GRADING ______ Percent Wear ______
☐ T-89 LIQUID LIMIT ______ ☐ T-90 PLASTICITY INDEX ______
☐ OSHD SAND EQUIVALENT ______
☐ T-182 ASPH. STRIP BRAND ______ Grade ______ Coated ______
ADDITIONAL TESTS: Soils Analysis

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
REMARKS:

Date Received 12-28-78
Date Reported 6-27-79
Lab. Charges $108.00

cc: ☐ FHWA
x☐ Construction Engineer
x☐ Region Engineer A. Shirley
x☐ Resident Engineer V. Shull
☐ District Engineer
☐ Geology and Soils
x☐ Reg. Geologist E. Parker
5x☐ Files
x S. D. Spencer & Son

John C. Jenkins
Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

SP*79756-7

EGON STATE HIGHWAY DI ISIO

Materials Section

Page 2 of 2

Laboratory Report

79- 092

Project	N. Oakland Intchge.-Sutherlin Intchge.	Laboratory No. Prefix No.	610-1078
Highway	Pacific	County	Douglas
Contractor	S. D. Spencer & Son Contract No. 8654	F. A. Project No.	1-F-5-3(111)1
Submitted by	V. E. Shull	Date Reported	June 27, 1979
		Laboratory Charges	

1 Bag

REPORT ON SAMPLE OF

Source of material	Oak Creek Quarry #10-194-3		
Sampled or inspected at	Reject Surg Pile (10-0)	Data No.	AB 2708
To be used	Reject from Class "B" A/C Agg.	Date received	12-28-78
Sampled or inspected by	Allen L. Liles 12-22-78	Quantity represented	

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
L. L. T-89	22	Moisture %						Sieve Size	% Passing
P. I. T-90	0	Exudation Press. psi						4	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in						3	
Sand Equiv.		Displacement						2	
Class. M-145	A-4	Compaction, psi						1½	
Organic	%	"R" Value						1	
Nat. Moist.	%	Density pcf						¾	
Los Angeles Abrasion	T-96	Water loss ml.						½	
Grading	% Wear	Comp. water						⅜	
Oregon Degradation		loss at blows						¼	
P20 %, Ht. in.								4	100.0
								10	100.0
Moist.-Density Relations								40	98.0
T-99 ☐ T-180 ☐ Harvard ☐								60	91.4
Dry Density pcf	% Moisture							200	55.5

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	0.0%
Coarse sand, 2.0 to 0.42 mm.	2.0%	2.0%
Fine sand, 0.42 to 0.074 mm.	42.5%	42.5%
Silt, 0.074 to .02 mm.	44.1%	44.1%
Silt, 0.02 to 0.005 mm.	5.4%	5.4%
Clay, smaller than 0.005 mm.	6.0%	6.0%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 6X ☐ Files

Remarks

John C. Jenkins

Engineer of Materials

Pr

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 2709
LABORATORY REPORT NUMBER 79- 139

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: NORTH OAKLAND - SUTHERLIN		Prefix No.: 610-10-B
Highway: PACIFIC	Contract No.: 8654	County: DOUGLAS
Contractor: S. D. SPENCER & SON	Res. Engr.: V. E SHULL	F.A. Proj. No.: I-F-5-3(111)
Submitted by: Allen L. Liles	Sampled by: Allen L. Liles	Date Sampled: 1-5-79

Sample No.
Quantity Represented
Purpose of Sample: Remarks
Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: 1/4"-0
INTENDED USE: Class "B" A.C.
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: OAKCREEK QUARRY 10-121-3
SAMPLED AT: East side of Stockpile
REMARKS: Mat'l requested by Glenn Boyk
Weather
Avg. thickness

L.L. %
P.I. %
P#10 of P¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS ☒ T-11 ☒ T-27 ☐ T-30 ☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture
	T-27	T-11	T-11	
3/8	100	0	100	
1/4		7	93	
4		18	82	
10		50	50	
40		75	25	
200		85.8	14.2	
P200		100		

Pass #40 of Pass #10 — 50%
Pass #200 of Pass #10 — 28%

Total wt. of sample = 1005.6 gm
☐ OSHD Asphalt .... %
☐ T-27 P#10 of P¼ .... 53.8 %
☒ T-11 P200 .... 14.2 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE 90.0 COMPACT
COMB: ___% THIS SAMPLE ___% LAB. No. ___ = ___
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.86
☐ T-84 Sp. Gravity, Appar. ___ Bulk ___ Absorp. ___
☐ T-85 Sp. Gravity, Appar. ___ Bulk ___ Absorp. ___
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ___ ¾-⅜ ___ ⅜-4 ___ C.A. ___
4-8 ___ 8-16 ___ 16-30 ___
30-50 ___ 50-100 ___ Ledge Rock ___ F.A. ___
☐ OSHD DEGRAD Ht. ___ in. P20 ___ % Ref. Ht. ___ in. P20 ___
RETAINED 1" Ht. ___ in. P20 ___ % Ref. Ht. ___ in. P20 ___
☐ T-96 ABRASION GRADING ___ Percent Wear ___
☐ T-89 LIQUID LIMIT ___ ☐ T-90 PLASTICITY INDEX ___
☐ OSHD SAND EQUIVALENT ___
☐ T-182 ASPH. STRIP BRAND ___ Grade ___ Coated ___
ADDITIONAL TESTS: Soils analysis on P. #200

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
REMARKS:

Date Received 1-9-79
Date Reported 6-27-79
Lab. Charges $ 101 00

cc: ☐ FHWA
X☐ Construction Engineer
X☐ Region Engineer A. Shirley
X☐ Resident Engineer V. Shull
☐ District Engineer
☐ Geology and Soils
X☐ Reg. Geologist E. Parker
5X☐ Files
X S. D. Spencer & Son

John C. Jenkins
Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

SP*79736-7

Page 2 of 2

EGON STATE HIGHWAY DIVISIO
Materials Section

Laboratory Report

Project	N. Oakland Intchge.-Sutherlin Intchge.	**Laboratory No.**	79- 139
		Prefix No.	610-1078
Highway	Pacific	**County**	Douglas
Contractor	S. D. Spencer & Son **Contract No.** 8654	**F. A. Project No.**	I-F-5-3(111)1
Submitted by	V. E. Shull	**Date Reported**	
		Laboratory Charges	

1 Sack

REPORT ON SAMPLE OF

Source of material	Oak Creek Quarry #10-194-3		
Sampled or inspected at	East side of Stockpile (1/4-0)	**Data No.**	AB 2709
To be used	Class "B" A/C	**Date received**	1-9-79
Sampled or inspected by	Allen L. Liles 1-5-79	**Quantity represented**	

TEST RESULTS

SOIL CONSTANTS

L. L. T-89 23
P. I. T-90 N.P
Sp. Gr. (Le Chat.)
Sand Equiv.
Class. M-145 A-1-a
Organic %
Nat. Moist. %
Los Angeles Abrasion T-96
Grading % Wear
Oregon Degradation
P20 %, Ht. in.

Expansion Pressure and "R" Value T-190

Moisture %					
Exudation Press. psi					
Expansion Pres. CT in					
Displacement					
Compaction, psi					
"R" Value					
Density pcf					
Water loss ml.					
Comp. water loss at blows					

Mech. Anal. T-88

Sieve Size	% Passing
4	
3	
2	
1½	
1	
¾	100.0
½	99.6
⅜	99.5
¼	91.7
4	78.7
10	47.1
40	26.3
60	22.2
200	14.7

Moist.-Density Relations

T-99 ☐ T-180 ☐ Harvard ☐
Dry Density pcf % Moisture

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	52.9%
Coarse sand, 2.0 to 0.42 mm.	44.3%	20.8%
Fine sand, 0.42 to 0.074 mm.	24.5%	11.6%
Silt, 0.074 to .02 mm.	20.1%	9.5%
Silt, 0.02 to 0.005 mm.	5.0%	2.3%
Clay, smaller than 0.005 mm.	6.1%	2.9%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks

John C. Jenkins
Engineer of Materials

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Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 2710
LABORATORY REPORT NUMBER 79- 140

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: NORTH OAKLAND - SUTHERLIN
Highway: PACIFIC
Contract No.: 8654
Contractor: S.D. SPENCER & SON
Res. Engr.: V E SHULL
Submitted by: Allen L. Liles
Sampled by: Allen L. Liles
Prefix No.: 610-1023
County: DOUGLAS
F.A. Proj. No.: I-F-5-3(111)1
Date Sampled: 1-5-79
Sample No.
Quantity Represented
Purpose of Sample: Remarks
Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: 1/4"-0
INTENDED USE: Class "B" A.C.
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: OAKCREEK QUARRY 10-114-3
SAMPLED AT: West side of stockpile
REMARKS: Mat'l requested by Glenn Boyle
Weather
Avg. thickness

L.L. ____%
P.I. ____%
P#10 of P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS
☒ T-11 ☒ T-27 ☐ T-30 ☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture
3/8	100	0	100	
1/4	91	9	91	
4	77	22	78	
10	47	52	48	
40	19	80	20	
200	6.9	90.9	9.1	
P200		100		

Pass #40 of Pass #10 — 42%
Pass #200 of Pass #10 — 19%

Total wt. of sample = 997.0 gm
☐ OSHD Asphalt . . . . . . ____%
☐ T-27 P#10 of P¼ 52.7%
☒ T-11 P200 . . . . . . 9.1%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE 99.2 COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.86
☐ T-84 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Ref. Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Ref. Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT ____ ☐ T-90 PLASTICITY INDEX ____
☐ OSHD SAND EQUIVALENT ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: Soils analysis on P#200

cc: ☐ FHWA
X☐ Construction Engineer
X☐ Region Engineer A. Shirley
X☐ Resident Engineer V. Shull
☐ District Engineer
☐ Geology and Soils
X☐ Reg. Geologist E. Parker
5X☐ Files
X S. D. Spencer & Son

Material represented by this sample comply with specifications. Does ☐ Does not ☐
REMARKS:

Date Received 1-9-79
Date Reported 6-27-79
Lab. Charges $101.00

John C. Jenkins
Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

SP*79736-

Pg 2 of 2

EGON STATE HIGHWA DIVISIO
Materials Section

Laboratory Report

79- **140**

Project	N. Oakland Intchge.-Sutherlin Intchge.	Laboratory No. Prefix No.	610-1078
Highway	Pacific	County	Douglas
Contractor	S. D. Spencer & Son Contract No. 8654	F. A. Project No.	I-F-5-3(111)1
Submitted by	V. E. Shull	Date Reported	
		Laboratory Charges	

1 Sack

REPORT ON SAMPLE OF

Source of material	Oak Cr. Quarry #10-194-3		
Sampled or inspected at	West side of Stockpile (1/4-0)	Data No.	AB 2710
To be used	Class "B" A/C	Date received	1-9-79
Sampled or inspected by	Allen L. Liles 1-5-79	Quantity represented	

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
L. L. T-89	N.P. (Non. Det.)	Moisture %						Sieve Size	% Passing
P. I. T-90	NP	Exudation Press. psi						4	
Sp. Gr. (Le Chat.)		Expansion Pres. CT in						3	
Sand Equiv.		Displacement						2	
Class. M-145	A-1-a	Compaction, psi						1½	
Organic %		"R" Value						1	
Nat. Moist. %		Density pcf						¾	
Los Angeles Abrasion T-96		Water loss ml.						½	
Grading % Wear		Comp. water						⅜	100.0
Oregon Degradation		loss at blows						¼	90.4
P20 %, Ht. in.								4	76.8
								10	46.7
Moist.-Density Relations								40	20.8
T-99 ☐ T-180 ☐ Harvard ☐								60	16.9
Dry Density pcf % Moisture								200	9.8

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	53.3%
Coarse sand, 2.0 to 0.42 mm.	55.5 %	25.9 %
Fine sand, 0.42 to 0.074 mm.	23.6 %	11.0 %
Silt, 0.074 to .02 mm.	14.9 %	7.0 %
Silt, 0.02 to 0.005 mm.	3.0 %	1.4 %
Clay, smaller than 0.005 mm.	3.0 %	1.4 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks

John C. Jenkins
Engineer of Materials

5 82

Form [illegible]

OREGON ST HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

aboratory No. 79-506
Data Sheet No. 27680
Prefix 610-1078
Laboratory charge $207 25
F.A. Proj. I-F-5-3(111)137
Date received 1-23-79
Date reported June 27, 1979

Project N. Oakland Intchge.-Sutherlin Intchge.
Highway Pacific
Contractor S. D. Spencer & Son No. 8654
Submitted by V. E. Shull
Source of Material Roadway. Sta 1705
Sampled or inspected at
To be used Top lift
Sampled or inspected by R. M. Pope 1-22-79
~~Quantity represented~~ Thickness 2.0

Test results from 6" diameter cores.

Gradation:	P 1" -	P 3/8" - 74	P #40 - 20
	P 3/4" - 100	P 1/4" - 61	P #200 - 9.4
	P 1/2" - 88	P #10 - 35	Asphalt Content - 8.2 *

Moisture content at time of extraction -1.32 %

* Includes 0.8 % retention.

Samples fabricated from 6" cores (ASTM - 1560-1561)

Bulk Specific Gravity	1st Comp:	2.42	2nd Comp:	2.47
Hveem "S" Value	" :	37	" :	13
Percent Voids (Rice Method)	" :	3.6	" :	1.6
Real Gravity (Rice Method)				2.51

Resilient Modulus 1,076,000 @ 73.4° F

Test results from 4" diameter cores.

Bulk Specific Gravity	In place:	2.26	Recompacted:	2.43
Hveem "S" Value	" :	—	" :	—
Percent Relative Compaction			" :	93.0 %
Percent Voids (Rice Method)	" :	10.3 %	" :	3.6 %
Real Gravity (Rice Method)				2.52

Resilient Modulus 193,000 @ 73.4° F

Recovered asphalt by Abson Method (AASHTO - T-170) -55 modified

Penetration @ 77° F. - Too soft
Kinematic Viscosity @ 275° F. - 197
Absolute Viscosity @ 140° F. - 346

REPORT TO:

	☐ F.H.W.A.	
X	☐ Construction Engineer	
	☐ Maintenance Engineer	
	☐ Bridge Engineer	
X	☐ Region Engineer	A. Shirley
X	☐ Resident Engineer	V. Shull
	☐ District Engineer	
4X	☐ Files	
X	Elliott Parker	
X	S. D. Spencer & Son	

For Class "B" A/C Mix Design #78-12117 with job mix tolerances.

1. Gradation has 6% excess p#10, 4% excess p#40, 2.4% excess p#200 and 0.8% excess asphalt content.
2. Stability & void content of Lab compacted mix is at a low level.
3. Compaction & void content is at a satisfactory level
4. Asphalt penetration & viscosity indicate a possible contamination.

John C. Jenkins

She 2

Form [illegible]

OREGON ST E HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79 506
Data Sheet No. 27680
Prefix 610-1078
Laboratory charge $ 169 25
F.A. Proj. I-F-5-3(111)137
Date received 1-23-79
Date reported

Project N. Oakland Intchge.-Sutherlin Intchge.
Highway Pacific
Contractor S. D. Spencer & Son No. 8654
Submitted by V. E. Shull
Source of Material Roadway. Sta 1705
Sampled or inspected at
To be used Base lift
Sampled or inspected by R. M. Pope 1-22-79
Thickness ~~Quantity represented~~ 1.2

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 75 P #40 - 16
P 3/4" - 100 P 1/4" - 59 P #200 - 7.9
P 1/2" - 86 P #10 - 30 Asphalt Content - 7.7 *
Moisture content at time of extraction - 3.29 %
* Includes 0.8 % retention.

Samples fabricated from 6" cores (ASTM - 1560-1561)

Bulk Specific Gravity 1st Comp: 2.43 2nd Comp: 2.47
Hveem "S" Value " : 45 " : 11
Percent Voids (Rice Method) " : 2.4 " : 0.8
Real Gravity (Rice Method) 2.49

Test results from 4" diameter cores. N.S.M.

Bulk Specific Gravity In place: Recompacted:
Hveem "S" Value " : " :
Percent Relative Compaction " : %
Percent Voids (Rice Method) " : % " : %
Real Gravity (Rice Method)

Recovered asphalt by Abson Method (AASHTO - T-170) -55 modified

Penetration @ 77° F. - 91
Kinematic Viscosity @ 275° F. - 357
Absolute Viscosity @ 140° F. - 1674

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

For Class "B" A/C Mix Design #78-12117 with job mix tolerances.

1. Gradation has 1% excess p#10, 0.9% excess p#200 and 0.3% excess asphalt content.
2. Stability & void content of lab compacted mix is at a low level.
3. Insufficient material to do compaction & void content.
4. Asphalt penetration & viscosity indicates a possible contamination.

John C. Jenkins

Form [illegible]

Sheet 1 of 2

OREGON ST[illegible]E HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
BITUMINOUS CORES

Laboratory No. 79- 507
Data Sheet No. 27680
Prefix 610-1078
Laboratory charge 207 25
F.A. Proj. I-F-5-3(111)137

Project N. Oakland Intchge.-Sutherlin Intchge.
Highway Pacific
Contractor S. D. Spencer & Son No. 8654
Date received 1-23-79
Submitted by V. E. Shull
Date reported June 27, 1979
Source of Material Roadway. Sta. 1740
Sampled or inspected at
To be used Top lift
Sampled or inspected by R. M. Pope 1-22-79
~~Quantity represented~~ Thickness 2.2

Test results from 6" diameter cores.

Gradation: P 1" - 100 P 3/8" - 74 P #40 - 18
P 3/4" - 99 P 1/4" - 59 P #200 - 8.8
P 1/2" - 84 P #10 - 31 Asphalt Content - 7.3 *
Moisture content at time of extraction - 1.16 %
* Includes 0.8 % retention.

Samples fabricated from 6" cores (ASTM - 1560-1561)

Bulk Specific Gravity	1st Comp:	2.43	2nd Comp:	2.47
Hveem "S" Value	" :	35	" :	12
Percent Voids (Rice Method)	" :	3.2	" :	1.6
Real Gravity (Rice Method)				2.51

Resilient Modulus 986,000 @ 73.4°F

Test results from 4" diameter cores.

Bulk Specific Gravity	In place:	2.22	Recompacted:	2.45
Hveem "S" Value	" :	—	" :	—
Percent Relative Compaction			" :	90.6 %
Percent Voids (Rice Method)	" :	11.6 %	" :	2.4 %
Real Gravity (Rice Method)				2.51

Resilient Modulus 129,000 @ 73.4°F

Recovered asphalt by Abson Method (AASHTO - T-170) - 55 modified

Penetration @ 77° F. - 256
Kinematic Viscosity @ 275° F. - 232
Absolute Viscosity @ 140° F. - 535

REPORT TO:

X ☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer A. Shirley
X ☐ Resident Engineer V. Shull
☐ District Engineer
4X ☐ Files
X Elliott Parker
X S. D. Spencer & Son

For Class "B" A/C Mix Design #78-12117 with job mix tolerance

1. Gradation 2% excess p#10, 2% excess p#40, 1.8% excess p#200. Asphalt content is satisfactory.
2. Stability & void content of lab compacted mix is at a low level.
3. Compaction of lab compacted core is low. Void content is slightly low.
4. Asphalt penetration & viscosity indicates a possible contamination.

John C. Jenkins

Form 81-734-3000

Sheet 29.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79- 507
Data Sheet No. 27680
Prefix 610-1078
Laboratory charge $207.25
F.A. Proj. I-F-5-3(111)137

Project N. Oakland Intchge.-Sutherlin Intchge.
Highway Pacific
Contractor S. D. Spencer & Son No. 8654
Date received 1-23-79
Submitted by V. E. Shull
Date reported
Source of Material Roadway. Sta. 1740
Sampled or inspected at
To be used Base lift
Sampled or inspected by R. M. Pope 1-22-79
~~Quantity represented~~ Thickness 2.0

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 71 P #40 - 16
P 3/4" - 100 P 1/4" - 57 P #200 - 8.5
P 1/2" - 85 P #10 - 28 Asphalt Content - 7.2 •
Moisture content at time of extraction - 2.87 %
• Includes 0.8 % retention.

Samples fabricated from 6" cores (ASTM - 1560-1561)

Bulk Specific Gravity 1st Comp: 2.39 2nd Comp: 2.46
Hveem "S" Value " : 46 " : 49
Percent Voids (Rice Method) " : 4.8 " : 2.0
Real Gravity (Rice Method) 2.51
Resilient Modulus 1,232,000 @ 73.4°F

Test results from 4" diameter cores.

Bulk Specific Gravity In place: 2.06 Recompacted: 2.40
Hveem "S" Value " : — " : —
Percent Relative Compaction " : 85.8 %
Percent Voids (Rice Method) " : 17.9 % " : 4.4 %
Real Gravity (Rice Method) 2.51

Recovered asphalt by Abson Method (AASHTO - T-170) - 55 modified
Penetration @ 77° F. - 55
Kinematic Viscosity @ 275° F. - 555
Absolute Viscosity @ 140° F. - 3773

For Class "B" A/C Mix Design No. 78-12117 with job mix tolerances.

1. Gradation has 1.5% excess p#200. Asphalt content is satisfactory,
2. Stability of lab compacted mix is at a satisfactory level. Void content is slightly low.
3. Compaction of lab compacted core is low. Void content is at a satisfactory level.
4. Recovered asphalt viscosity indicates asphalt has not aged as expected.

John C. Jenkins

Form [illegible]

OREGON STA HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79- **1420**
Data Sheet No. 27682
Prefix 610-1078
Laboratory charge 207.25
F.A. Proj. I-F-5-3(111)137
Date received 2-22-79
Date reported June 27, 1979

Project N. Oakland Intchge.-Sutherlin Intchge.
Highway Pacific
Contractor S. D. Spencer & Son No. 8654
Submitted by Elliott Parker
Source of Material Roadway, Sta. LN 1700+00, 34' Lt.
Sampled or inspected at
To be used Class "B" A/C, Base
Sampled or inspected by R. M. Pope 2-13-79
Thickness ~~Quantity represented~~ 1.4"

Test results from 6" diameter cores.

Gradation:	P 1" -		P 3/8" -	72	P #40 -	18
	P 3/4" -	100	P 1/4" -	60	P #200 -	8.5
	P 1/2" -	87	P #10 -	31	Asphalt Content -	6.7 *

Moisture content at time of extraction - 2.63 %

* Includes 0.8 % retention.

Samples fabricated from 6" cores (ASTM - 1560-1561)

Bulk Specific Gravity	1st Comp:	2.43	2nd Comp:	2.47
Hveem "S" Value	" :	8	" :	26
Percent Voids (Rice Method)	" :	3.2	" :	1.6
Real Gravity (Rice Method)		2.51		

Test results from 4" diameter cores.

Bulk Specific Gravity	In place:	2.17	Recompacted:	2.45
Hveem "S" Value	" :	—	" :	—
Percent Relative Compaction			" :	88.6 %
Percent Voids (Rice Method)	" :	15.7 %	" :	2.4 %
Real Gravity (Rice Method)		2.51		

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 36 Cm/10
Kinematic Viscosity @ 275° F. - 711 C.S
Absolute Viscosity @ 140° F. - 7083 P.

REPORT TO:
☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer A. Shirley
X ☐ Resident Engineer V. Shull
☐ District Engineer
4X ☐ Files
X Elliott Parker
X S. D. Spencer & Son

For Class "B" A/C Mix Design #78-12117 with OSHD job mix tolerances.

1. Gradation, 2% excess P#10, 2% excess P#40, 1.5% excess P#200. Asphalt content is at a satisfactory level.
2. Test results from refabricated cores indicate low stability values & low void content.
3. Test results from 4" cores have low compaction and excess voids in place.
4. Recovered asphalt has aged as expected.

John C. Jenkins

Form 81-734-2000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES

Laboratory No. 79- **1421**
Data Sheet No. 27682
Prefix 610-1078
Laboratory charge $243.25
F.A. Proj. I-F-5-3(111)137
Date received 2-22-79
Date reported June 27, 1979

Project N. Oakland Intchge.-Sutherlin Intchge.
Highway Pacific
Contractor S. D. Spencer & Son No. 8654
Submitted by Elliott Parker
Source of Material Roadway, Sta. 1781+00, 34' Rt.
Sampled or inspected at
To be used Class "B" A/C, Base
Sampled or inspected by R. M. Pope 2-13-79
Thickness ~~Quantity represented~~ 1.9"

Test results from 6" diameter cores.

Gradation: P 1" - P 3/8" - 86 P #40 - 18 ✓
P 3/4" - 100 P 1/4" - 73 P #200 - 8.8 ✓
P 1/2" - 93 P #10 - 35 Asphalt Content - 8.2 *
Moisture content at time of extraction - 2.24 %
* Includes 0.8 % retention.

Samples fabricated from 6" cores (ASTM - 1560-1561)

Bulk Specific Gravity	1st Comp:	2.41	2nd Comp:	2.45
Hveem "S" Value	" :	26	" :	5
Percent Voids (Rice Method)	" :	2.8	" :	1.2
Real Gravity (Rice Method)		2.48		

Test results from 4" diameter cores.

Bulk Specific Gravity	In place:	2.15	Recompacted:	2.44
Hveem "S" Value	" :	5	" :	10
Percent Relative Compaction			" :	88.1 %
Percent Voids (Rice Method)	" :	13.0 %	" :	1.2 %
Real Gravity (Rice Method)		2.47		

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 41 Cm/100
Kinematic Viscosity @ 275° F. - 734 Cs
Absolute Viscosity @ 140° F. - 6745 P

REPORT TO:

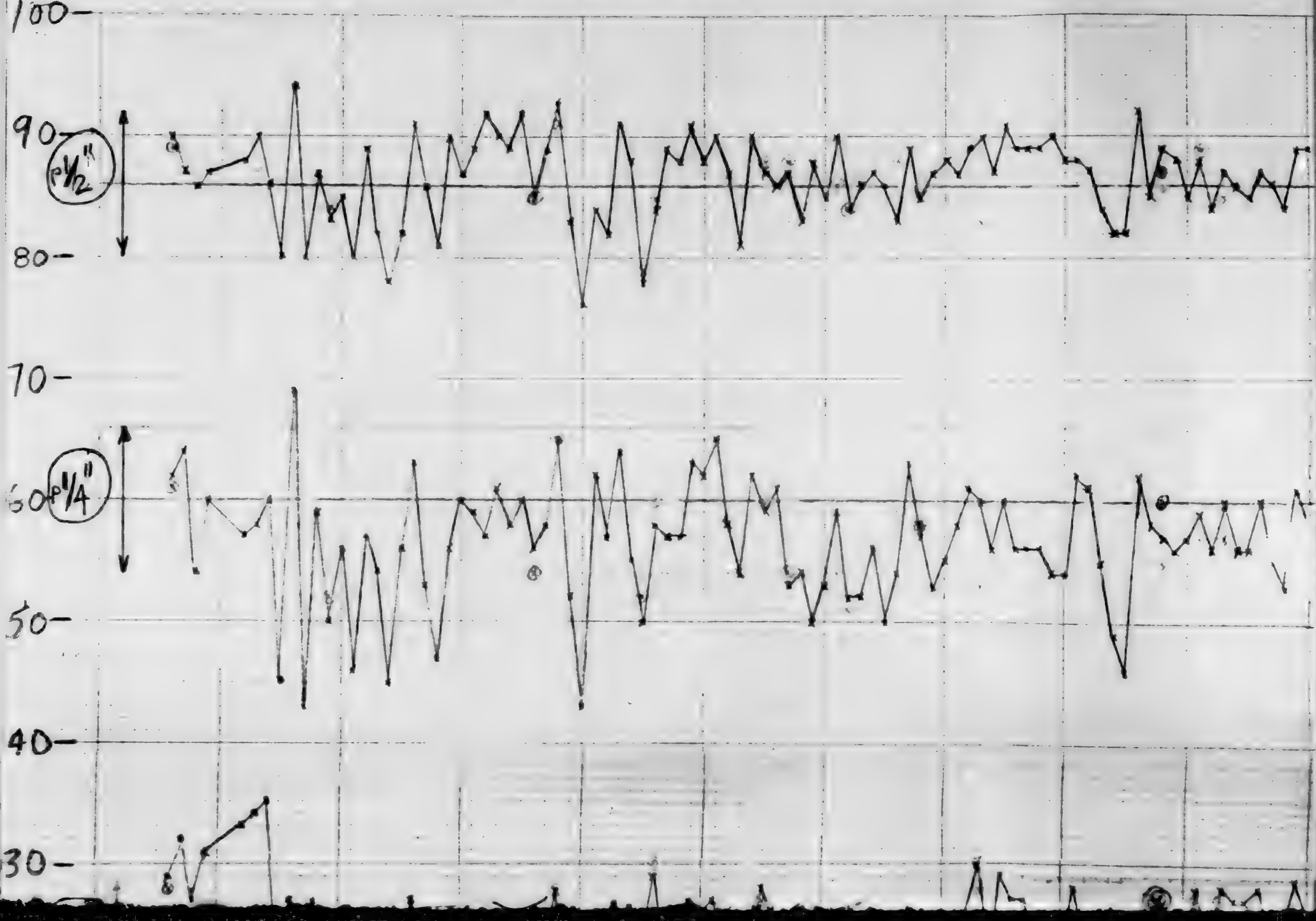
☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer A. Shirley
X ☐ Resident Engineer V. Shull
☐ District Engineer
4X ☐ Files
X Elliott Parker
X S. D. Spencer & Son

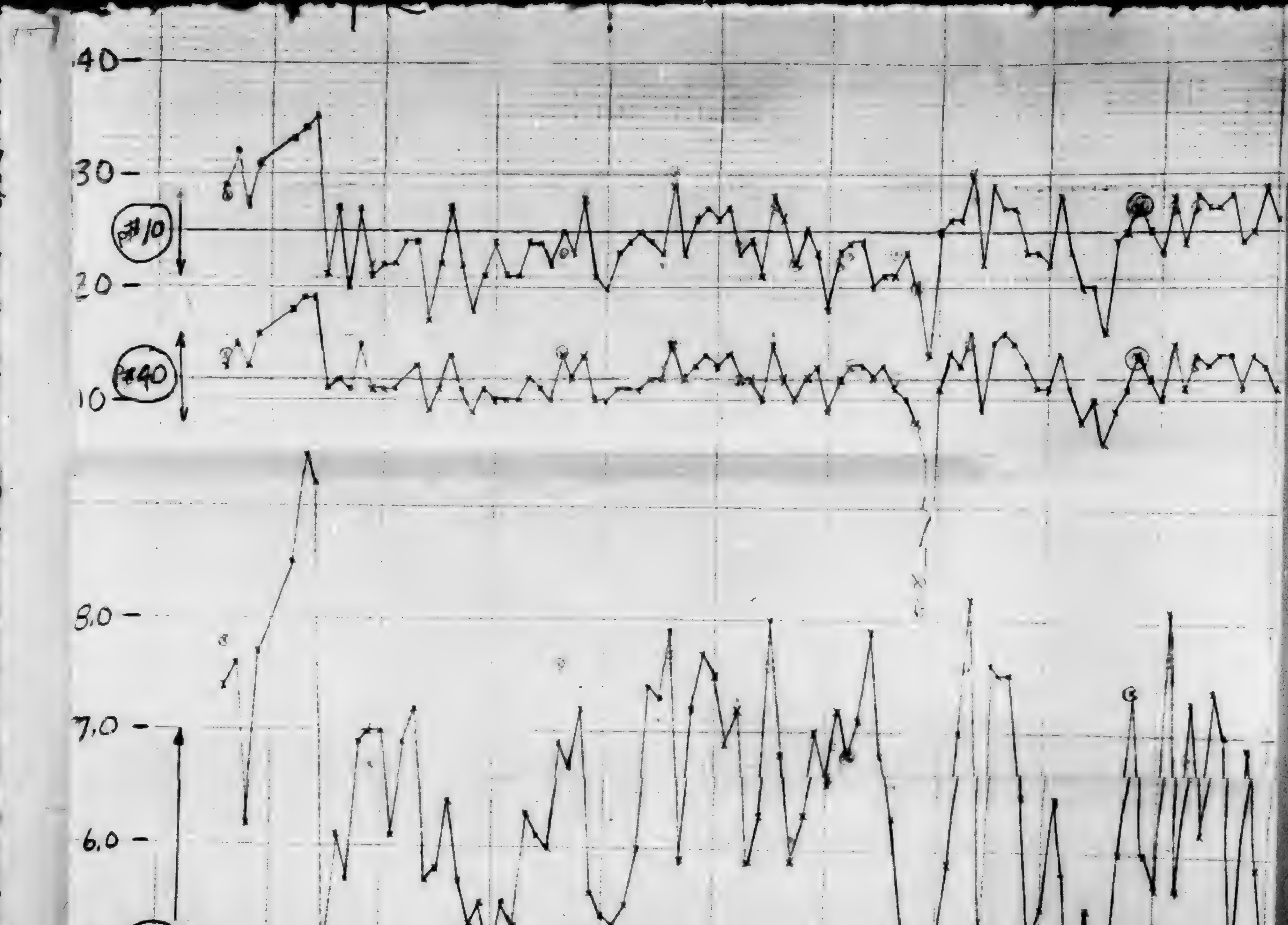
John C. [illegible]

For Class "B" A/C Mix Design #78-12117 with OSHD job mix tolerances.

1. Gradation, 7% excess p¼, 6% excess p#10, 2% excess p#40, 1.8% excess p#200, & 0.8% excess asphalt content.
2. Test results from refabricated cores indicate low stability values and low void content.
3. Test results from 4" cores have low compaction and low void content.
4. Recovered asphalt has aged as expected. Field cores were very dry with approximately 15% uncoated aggregate

C. 8654 No. Oakland Int. — Sutherlin Int.




40
30
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10
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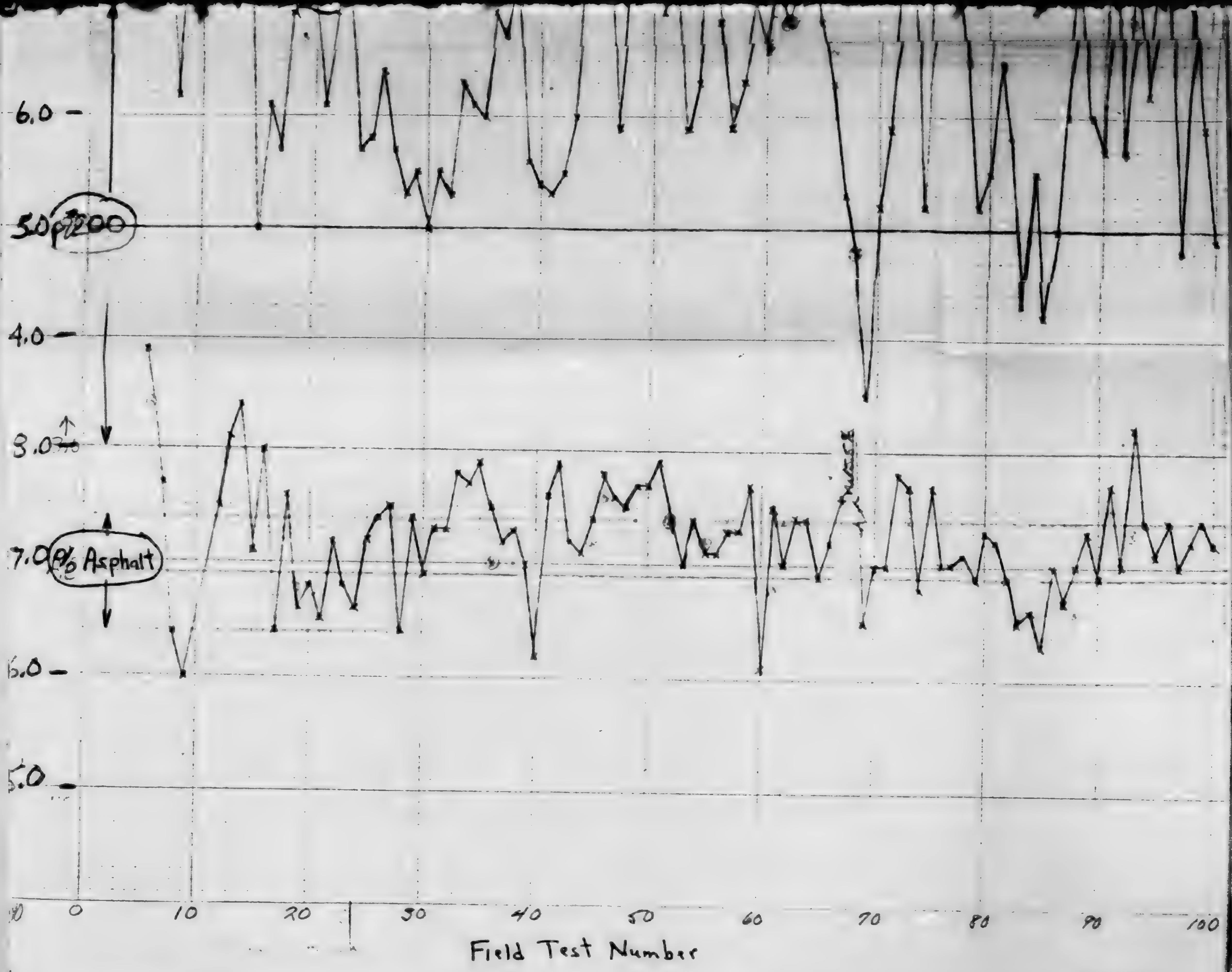
8.0
7.0
6.0
5.0
p#200


6.0
5.0
% P200
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3.0
7.0
% Asphalt
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80
90
100
Field Test Number

FORM 81-734-3030

8654

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

June 22, 1979

FILE:

FROM: Vernon E. Shull

Vernon E. Shull

Resident Engineer

TO: Memo to File:

SUBJECT: Meeting with Contractor

N. Oakland Int.-Sutherlin Int.

Pacific Highway

Douglas County

Contract No. 8654

A meeting was held in Bud Shirley's office on June 20, 1979 attended by George Spencer, Otis Jordan, Alfred Shirley Jr., Jim Gix, Curt Duval, Roger Patitz and Vernon Shull.

This meeting was requested by Jim Gix in a letter dated June 12, 1979. The purpose of the meeting was primarily to get some assurance that this project would be completed during this construction season. Otis Jordan presented a schedule which shows all work completed 9/15/79. However neither George Spencer nor Otis Jordan would definitely state that this schedule is valid.

George Spencer repeatedly brought up the subject of rejected AC stockpiles as being a cause of delay to work progress. He also referred several times to "timeliness of tests" apparently objecting to the length of time required for Sodium Sulfate testing. Somehow he puts the blame on me because some of the original qualifying tests showed suitable material in the quarry but subsequent testing showed non-suitable material in the stockpiles. We have re-qualified a portion of the quarry however I refused to quarantee that the material to be produced will meet specifications.

George Spencer stated that my interpertation of specifications was another delay to progress but when asked to be specific he reverted to a discussion of the rejected AC aggregates.

George Spencer devoted considerable time discussing perf pipe installation and stated they would be presenting a claim for $85,000.00 because of changed conditions, plus an unstated amount of time. I could not determine what the changed conditions were as only minor changes were made in actual location at individual pipes and plans were followed as to grade. Some reference was made to lack of a soil profile and to "solid rock" excavation.

I initiated discussion as to accepting concrete barrier with broken keys and keyways. Jim Gix stated that if the keys and keyways were 70% intact we would accept them. The Contractor was instructed to obtain an acceptable alternate method of keying barrier if they plan to use the ones with broken keys and keyways.

I asked for a competent supervisor for the project and George Spencer stated that he had instructed Otis Jordan to take personal charge.

Some dicussion was given to the contractors dilema as how to remove the Manning structure yet maintain the same structure for haul purposes.

George Spencer protested some of the rates I pay on Extra Work for equipment. The procedure for obtaining equipment rental rates was explained but Spencer was not convinced.

George Spencer stated they would complete the project however he would not commit himself as to when. There were complaints from Otis Jordan that all of his competent forman, carpenters, operators etc. have quit. George Spencer commented that his equipment would be short supply. Somehow I do not feel responsible for the above.

I have commenced a detailed compilation of the drainage system installation. We have previously gone on record as to the crushing and rejecting of AC aggregates. Mention of "other claims" was made but nothing specific.

In summary I do not believe the purpose of the meeting was accomplished in that we still have no assurance the project will be completed this year.

cc: Alfed Shirley

8654

8

DATE: June 20, 1979

TO: Glen L. Green, Division Administrator
Fedeal Highway Administration

ORIGINAL SIGNED BY

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: N. Oakland-Sutherlin Section
Contract No. 8654
Your Reference HFO-OR

We have experienced a delay in evaluating the nonspecification paving material used last fall on this project. We do expect to complete the study in approximately 30 days and will provide you with the information on reduced service life of the pavement as soon as it is available.

The circumstances which existed at the time of placing the nonspecification material; i.e., time of year, condition of roadway section and a genuine concern for safety of the motoring public, all contributed to this undesirable result.

The paving was performed in late fall at a time when the roadway section was very rough. The cross drainage installation was almost complete and ready for paving. The A.C. aggregate tests showed an "in-and-out" pattern. After the initial "start-up", the asphalt content problem had been resolved.

We were faced with a situation of handling freeway traffic during the winter months on an extremely rough grade as opposed to forcing a reluctant contractor to re-screen his A.C. aggregate or otherwise provide a specification product in a timely manner.

After considering the alternatives, it seemed prudent to use a nominal amount of the nonspecification aggregate in order to quickly bring the section up to a condition considered safe for the winter conditions which appeared to be rapidly approaching.

Those conditions have passed and we fully expect the contractor to furnish material as specified to complete the project.

CTK:mk jh
bc: C. T. Keasey
Alfred Shirley, Jr.
J. C. Jenkins

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 21, 1978

In reply refer to: HFO-OR

SUBJECT: Oregon Project I-F-5-3(111)137
Pavement Construction
N. Oakland-Sutherlin Section
Douglas County

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter
State Highway Engineer
Oregon Department of Transportation

8650

As previously discussed with Messrs. Keasey and Jackmond, we are very concerned with the initial production of asphalt pavement material on the subject project. Our recent project review revealed a high percentage of non-specification material being incorporated into the work.

It was our understanding that the new guidelines for acceptance of non-specification materials, if properly administered, would not allow continuous incorporation of non-specification materials. Please make a complete review and evaluation of this situation and advise us of the steps taken to correct this condition on subject project, the decreased life of the non-specification pavement, and actions contemplated to prevent similar occurrences on other work. ✓

Our participation in the non-specification materials incorporated into this project is being withheld pending your complete review and evaluation.

G. L. Green

cc:
C. T. Keasey (OSHD)

RECEIVED
STATE HWY ENGR
NOV 22 '78
REFER TO
[illegible]
FOR

Info	Inves	R.D	D.R	Sign	Act	File
		✓				

12-29-78
checked w/ C+K [illegible]

8654

[redacted]
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JUN 20'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

June 19, 1979

S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, WA 98661

Attn: Otis Jordan

Dear Mr. Jordan:

Re: Time Extension Request
N. Oakland Intch. -
Sutherlin Intch.
Contract No. 8654

In respect to a meeting to discuss the requested extension of time on the above contract, Resident Engineer Shull will contact you and arrange a meeting with the Region Engineer. You may, of course, invite anyone you wish to attend.

The correspondence you requested may be viewed at the Resident, Region and Salem offices and individually specified correspondence and/or documents will be machine copied for you at that time for the cost of reproduction if the data can be machine copied in that office. Most all of the correspondence you refer to is on file in Resident Engineer Shull's office, and I suggest that this may be the most convenient place for you to review it. Our maintenance and supply contracts for State used materials are awarded and administered by the State's Department of General Services, 1225 Ferry St. SE, Salem, OR 97310, and you should contact that agency to arrange a review of those records.

Very truly yours,

C. T. Keasey
Ass't. State Highway
Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration
Engineer

bc: H. S. Coulter ✓
Alfred Shirley, Jr./att.
Vernon Shull/att.
Walt Hart/att.
Jack Sollis/att.

OBJ:mk

Form 81-734 3123

AREA CODES - VANCOUVER 206, PORTLAND 503 EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

June 14, 1979

RECEIVED
STATE HWY ENGR
JUN 18 '79
REFER TO
Lewis
FOR
Info Inves R/D D/R Sgn Act File

Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
130 Transportation Building
Salem, Oregon 97310

Re: N. Oakland Int.-Sutherlin Int.
Contract No. 8654
Time Extension Request

Dear Mr. Coulter:

This is to acknowledge and thank you for yours of April 30, 1979. Please accept my apology for not replying sooner; however, illness prevented a prompt response.

We definitely feel that a hearing should be held on this matter of time extension on the above referenced project at the very earliest date. It would be my recommendation that our subcontractor, Sims Electric, be invited to this meeting and that the State of Oregon supply us prior to the meeting with all interoffice correspondence regarding this matter, namely, the Resident Engineer, Division Engineer and Construction Engineer's correspondence to you concerning a time extension. Also, we would request copies of documents, correspondence and purchase orders relating to the State of Oregon's relationship with Sylvania in regard to maintenance and supply contracts. Other pertinent information that should be supplied prior to the meeting is whether the design department was aware of the difficulty in obtaining Sylvania fixtures prior to specifying same as a

RECEIVED
JUN 19 1979
CONSTRUCTION
BRANCH

I Keeney
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

temporary luminaire on this project. In particular, was the design department aware that a very serious delay was caused by the position-oriented socket on the Cottage Grove-Martin Creek project.

This information should be readily available and would aid us in our presentation at the conference that we have requested.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
cc: Vancouver
Mr. Vernon E. Shull
Mr. Alfred Shirley
Mr. C. T. Keasey

8654

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
Roseburg, Oregon

June 18, 1979

In Reply Refer to
File No.:

Engineering Costs
N. Oakland Int. - Sutherlin Int.
Pacific Highway
Douglas County

S.D. Spencer & Son
4614 N.E. 72nd Ave
Vancouver, Washington 98661

Gentlemen:

Reference Otis Jordan's letter of June 14, 1979.

Samples were taken prior to production and some of them did pass the sodium sulfate loss. However you did crush and stockpile materials that did not pass the sodium sulfate loss.

In addition you did not crush the material within gradation specifications and you were unable to correct the gradation in the final asphaltic concrete mixture.

We did not inspect the materials supposing they were acceptable. After testing they were proven to be unacceptable. This is the purpose of testing.

Actually I directed soft materials be removed from stockpiles while you were crushing and your crushing foreman certainly had information he should be selective in materials crushed.

Deductions for engineering costs will remain as stated on May 10, 1979.

Sincerely Yours
Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: C.T. Keasey
Alfred Shirley
Otis Jordan
File

Form 734-[illegible]

8654

AREA CODES - VANCOUVER 206, PORTLAND 50

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9252
VANCOUVER, WASHINGTON 98661

NOTED
H. S. COULTER

June 14, 1979

RECEIVED
STATE HWY ENGR
JUN 18 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to

Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
130 Transportation Building
Salem, Oregon 97310

Re: N. Oakland Int.-Sutherlin Int.
Contract No. 8654
Time Extension Request

Dear Mr. Coulter:

This is to acknowledge and thank you for yours of April 30, 1979. Please accept my apology for not replying sooner; however, illness prevented a prompt response.

We definitely feel that a hearing should be held on this matter of time extension on the above referenced project at the very earliest date. It would be my recommendation that our subcontractor, Sims Electric, be invited to this meeting and that the State of Oregon supply us prior to the meeting with all interoffice correspondence regarding this matter, namely, the Resident Engineer, Division Engineer and Construction Engineer's correspondence to you concerning a time extension. Also, we would request copies of documents, correspondence and purchase orders relating to the State of Oregon's relationship with Sylvania in regard to maintenance and supply contracts. Other pertinent information that should be supplied prior to the meeting is whether the design department was aware of the difficulty in obtaining Sylvania fixtures prior to specifying same as a temporary luminaire on this project. In particular, was the design department aware that a very serious delay was caused by the position-oriented socket on the Cottage Grove-Martin Creek project.

This information should be readily available and would aid us in our presentation at the conference that we have requested.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
cc: Vancouver
Mr. Vernon E. Shull
Mr. Alfred Shirley
Mr. C. T. Keasey

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

8654.

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

June 14, 1979

Mr. Vernon E. Shull
Resident Engineer
O.S.H.D.
P. O. Box 1128
Roseburg, Oregon 97470

Re: N. Oakland Int.-Sutherlin Int.
Contract No. 8654
Engineering Costs

Dear Mr. Shull:

This is to acknowledge and thank you for yours of May 10, 1979.

We certainly do not agree that engineering inspection costs should be deducted from our estimate for materials rejected for use on the project. It has never been the previous policy of the State of Oregon to do this. The material was rejected because of the sodium sulfate loss. Samples were submitted to you prior to production and did pass sodium sulfate loss. You inspected the materials supposing that the materials were acceptable. Therefore, I guess it is just one more item in a list of many that must be settled.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
cc: Vancouver
Mr. C. T. Keasey
Mr. Alfred Shirley
Mr. Curtis Duval

8654

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

S.D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

June 12, 1979

In Reply Refer to File No.: CON 5

ATTENTION: George Spencer

Dear Mr. Spencer:

RE: Contract 8654
N. Oakland-Sutherlin Intch.

I have reviewed job progress on this project for the 1979 construction season and am becoming increasingly concerned. This project was to have been completed, except for the final lift of pavement, in November of 1978.

With the present crew strength and equipment complement it is not altogether obvious that the project will be completed in the current construction season.

We do not have a schedule and are facing unreasonable engineering costs. I would like to arrange for a meeting in Roseburg to discuss your plans for completion and hopefully clear up any impediments to an orderly and prompt completion of the work. Please advise if you will be available to meet with Mr. Shull, Al Shirley and myself at 10:00 A.M. June 18, 1979.

Cordially,

ORIGINAL SIGNED BY J. J. GIX

JAMES J. GIX
Regional Construction Engineer

jjg/cp

cc: C.T. Keasey
V.E. Shull
C. Duval

NOTED
[illegible]

RECEIVED
JUN 12 1979
CURTIS H. DUVAL
Res. Bridge Engr.

NOTED
[illegible]

NOTED: A [illegible]

Form 734-3122

FORM E-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 7, 1979

SUBJECT:
Lack of Work Progress
Lack of Meaningful Schedule
N. Oakland-Sutherlin Int.
Pacific Highway
Douglas County
Contract No. 8654

To: George Hopkins
Construction Sect

cc: Jim Gix

Memo to File:

This project has been prosecuted in a very erratic manner since about August 1 of last year with no improvement in sight. I find it impossible to schedule the activities of my crew, with no resemblance of a contractor schedule, so as to keep engineering costs within reason. Our expenses are the same when they are doing a little work as if they were prosecuting the job in a reasonable manner.

The Calendar workday charges for this project were such that all work, other than the final paving, was to have been completed last November. Actually, the required work was 50% completed at that time. This delay created considerable additional expense to the project and unnecessary inconvenience to the traveling public. In addition, 30 calendar workdays were granted the contractor, and at this time we are showing 52 days of liquidated damages.

Another sizeable cost will be patching and resurfacing a frontage road which is now deteriorating due to prolonged unanticipated use. It was to have been in use approximately 90 days and has now been in use 10 months and will continue to be for an indefinite time.

There are several letters on file, written by myself, requesting a schedule from the contractor. I have received schedules but none have been followed even remotely.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 7, 1979

SUBJECT: N. Sutherlin-Oakland Int
Contract No. 8654

To: Page 2

A schedule received in March of this year is partially shown below:

Contractors scheduled date for work to commence:	Work Item	Dates work actually started
3-31	Set barrier, Stage II	3-27
4-07	Commence check dams	5-24
4-14	Commence crushing	not started
4-21	Set prestressed beams	5-31
4-28	Remove & set barrier Stage III	Not started 6-18
4-28	Form diaphrams & deck	6-05
5-12	Commence guardrail and rip rap	Not started

Otis Jordan, as usual, promises another schedule but from several years experience with Jordan I anticipate that if I get one it will be of no use.

I believe that considering the large amounts of money going down the drain plus the continueing inconvenience to the traveling public, it is time to force the contractor to provide a competent superintendent, provide a meaningful schedule with some assurance at completing the contract before winter, and to provide men and equipment necessary to do the job.

To date I have been unsuccessful in obtaining any of the above.

Vernon E. Shull

Vernon E. Shull
Resident Engineer

8654

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

May 10, 1979

S.D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

RE: Engineering Costs -
Aggregate Production
N.Oakland Interchange -
Sutherlin Interchange
Pacific Highway
Douglas County
Contract No. 8654

Sirs:

Reference Vernon E. Shull's letters of January 3, January 5, February 6 and February 7, 1979.

Our records show a total of 45,135 tons of AC aggregate remain in the stockpiles which have been rejected for use on the subject project.

Engineering inspection costs for testing of this material amounts to $2,256.75. This money will be withheld from progress payments due you.

Sincerely;

Roger E. Patitz
Roger E. Patitz
Ass't Resident Engineer

Attachment
cc: C.T. Keasey
Alfred Shirley, Jr.
Curtis Duval
Otis Jordan
file ✓

Form 734-3122

8654

April 30, 1979

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Gentlemen:

Time Extension Request
N. Oakland Intchg.-Sutherlin Intchg.
Douglas County
Contract No. 8654

The time extension request submitted for the above project has been reviewed. Consideration was given to the data submitted. The information supplied does not show a delay in delivery which was beyond the control of the supplier and an extension of time cannot be granted.

Should additional information be furnished which documents delays being outside the control of the supplier, reconsideration to an extension of time will be given. If you wish to submit additional information or have remaining questions in this matter, please contact the Resident Engineer.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:DA:fr jh

bc: C. T. Keasey
Alfred Shirley
Vern Shull

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 26, 1979

FILE: CON 5 #8654

NOTED
H. S. COULTER

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
N. Oakland Int.-Sutherlin Int.
Douglas County
Contract No. 8654

The contractor, S. D. Spencer & Son, has submitted a request for a 60 calendar day increase for phases (a) and (b) completion times on the above project. Late delivery of illumination materials is given as the reason for delay of project work.

Contract plans specified a luminaire which provides maximum light but is a low energy user. This is to provide an economical and energy efficient system. A luminaire which meets these requirements is only available from Sylvania.

Material shop drawings were submitted by the contractor and approved by the State in a timely manner. The contractor was given assurance from his subcontractor that all materials were available. Quoted delivery times were within the contractor's original schedule for performing this work. The delivery date on the luminaires was extended three times before actually received. The contractor claims, as this material involved a sole source of supply, the State is responsible for the delays.

The contractor's supplier, General Electric, mentioned difficulty in receiving past shipments from Sylvania. This should have been considered in their quoted delivery schedule. Selection of a supplier is the contractor's option. The contractor was informed a revision could be made if the same amount of light were provided. This request did not contain any information which showed deliveries were slowed or halted for reasons beyond the control of the supplier.

Acquisition of materials remains within the contractor's control and responsibility. It is recommended this request for time be denied.

Should the contractor be able to show delays which are beyond the control of his supplier, then reconsideration could be given.

A rough draft letter to the contractor is attached.

OBJ:DA:fr
Att.
cc: Alfred Shirley
Vern Shull

E-320 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 13, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from SEE BELOW ✱ days to .... days, within which to complete our Contract No. 8654, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

✱(a) 250 days to 310 days
(b) 400 days to 460 days

Respectfully submitted,

S. D. SPENCER & SON
Contractor

By Otis Jordaan

CONSENT OF SURETY

Date March 13, 1979

We, St. Paul Fire and Marine Insurance Company

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert W. Lagler
Attorney-in-fact Robert W. Lagler

(SEAL)

K L & K ASSOCIATES INC.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8654 Contractor S.D. Spencer & Son

Highway Pacific

Section N.Oakland Interchange - Sutherlin Interchange

Kind of Work Grading, Paving, Barriers, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED ~~or GRANTED~~**. The reasons for such recommendation are as follows:

Recommended for Approval:

Regional Engineer

C. B. Jackson
For
Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No.	8654
Project designation	I-5-3(111)137 State-Federal
Date awarded	December 19, 1977
Work started	March 21, 1978
Per cent completed	51.6 Date
No. of Workdays Allowed	A: 250, B: 400
No. of Workdays Used	274
No. of Added Workdays Requested	60

SP*67805-734

8654

8

April 18, 1979

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Gentlemen:

Time Extension
N. Oakland-Sutherlin Int. Section
Douglas County
FAP No. I-F-5-3(111)137
Contract No. 8654

Your request for an increase in calendar workdays on the above project has been given careful review. A 50 calendar workday extension is hereby granted for "lost time" while four-lane traffic was required during the winter months. The time four-lane restoration work was completed and the normal decrease in winter work productivity were factors in granting the amount of time.

The allowable time for completion of phase (a) and phase (b) work will be increased to 300 and 450 calendar workdays respectively.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:DA:fr   ji

bc: FHWA
C. T. Keasey
Robert Church
Alfred Shirley
Richard Hacek
Vern Shull

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: April 13, 1979

In reply refer to: HFO.3-OR

SUBJECT: Oregon Project I-F-5-3(111)137
North Oakland-Sutherlin Interchange
Time Extension
Douglas County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

I concur in granting a 50-day time extension as proposed in your March 20, 1979, letter.

G. K. Hossner
for
G. L. Green

cc:
C. T. Keasey (OSHD)

RECEIVED
STATE HWY ENGR
APR 16 '79
REFER TO

FOR

Info	Inves	R/D	D.R	Sign	Act	File

E-330 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 31, 19 79

Gentlemen:

A. 250 We, the undersigned, respectfully request an increase in the number of workdays from 345
B. 400 days to 495 days, within which to complete our Contract No. 8654, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See Enclosure

Respectfully submitted,

S. D. SPENCER & SON
Contractor

By

CONSENT OF SURETY

Date ...., 19....

We, St. Paul Fire and Marine Insurance Company

........................, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert W. Lagler
Attorney-in-fact Robert W. Lagler

(SEAL)

K L & K ASSOCIATES INC.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8654 Contractor S.D. Spencer & Son

Highway Pacific

Section N.Oakland Interchange/Sutherlin Interchange

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Fifty (50) calendar workdays are granted for "lost time" while four-lane traffic was required during winter months.

Recommended for Approval:

Regional Engineer

O. B. Jackmand
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8654
Project designation I-F-5-3(111)137
State-Federal
Date awarded December 19, 1977
Work started March 21, 1978
Per cent completed 51.6
Date
No. of Workdays Allowed A-250, B-400CWD
No. of Workdays Used 257
No. of Added Workdays Requested 95

SP*87865-734

The O.S.H.D. requested that S. D. Spencer & Son stop all work that would interfere with 4 lanes of traffic.

Stage I construction was completed November 21, 1978; Hence we could have begun construction on Stage II construction November 27, 1978. We were requested not to commence Stage II construction.

4 lanes of traffic was flowing both No. Bound and So. Bound on December 7, 1978. There were cones and barricades protecting the elevation differential of completed Stage I and not completed Stage II (approximately 3' from center line); However 4 lanes of traffic were flowing. On December 15, 1978 the dig out and paving was completed on the elevation differential noted above.

The stop work order prohibits us from doing any work on the Stearns Lane and Calapooia structures that otherwise we could have been doing. The calendar days that we are unable to work are listed below.

November	5 days
December	31 days
January	31 days
February	28 days
	95 days

Therefore we respectfully request an increase of 95 days to our contract. Time on both schedules A & B.

A. 250 to 345
B. 400 to 495

~~Form~~ [illegible] 734-3330

8654

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
March 28, 1979

FILE: CON 5

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Construction Engr.

TO: C. T. Keasey
Asst. State Highway Engineer

SUBJECT: Request for Extension of Time
N. Oakland Intch.-Sutherlin Intch.
Pacific Highway
Contract No. 8654

Herewith copies of Contractor's Request for Time Extension on subject project. Also attached is letter of analysis from Resident Engineer V. E. Shull with considerable data on the "as built" schedule of operations. I agree with the conclusion of the Resident Engineer and find no basis for recommending an extension of time.

The contractor fails to prove that he was delayed by factors beyond his control. The record of subcontracting, ordering and installing the luminaires indicates a minimum of 70 days delay in producing shop drawings which were approved on the date of submittal.

The second point is that the contractor failed to prove that the illumination actually delayed stage construction. The as built schedule indicates that grading, drainage, widening and paving for the stage construction was not completed until the illumination was available. Other delays were caused by contractor's lack of preparation for stage construction as outlined in the Special Provisions.

I find that the stage construction was delayed by three different causes, only one of which would be eligible for time consideration if it were legitimate. On this basis I find no cause to consider a time extension for the contrator's request.

jjg/cw
Attach.

ROSEBURG REGION
RECEIVED
MAR 28 1979

RE	[illegible]	[illegible]	RCE	TE
[illegible]	[illegible]	[illegible]	RPR	RLE
ENV	FAE	RBI	SEC	

8654

OREGON STATE
HIGHWAY DIVISION

F. B. KLABOE
Administrator and
State Highway Engineer

March 23, 1979

S.D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Subject: Asphalt Mix
N.Oakland Interchange -
Sutherlin Interchange
Douglas County
Contract No. 8654

Gentlemen;

Reference Otis Jordan's letter of March 15, 1979

1) Do not agree that tests 1 to 11 be thrown out. These tests are from material placed on "FR", "C", "N" and "D" lines on August 10 - 14, 1978. While it is true that a Rotorex was malfunctioning, backup tests were run on a second Rotorex and also on a vacuum extractor by Region personnel. During this time period your hot plant liquid asphalt scales were malfunctioning and were not adjusted and certified until August 14, 1978. Your plant man did not make a requested change in asphalt content on August 11, 1978. Your hot plant pyrometer was malfunctioning during this same time period.

2) On August 8, 1978, you were doing a little paving on your haul road and around the hot plant. My inspectors run a test and informed your plant operator of the results. On August 3, 1978, the County Inspector requested we run tests on material going to the County. I agreed to this and we continued to do so when you were paving for the County. Test results were compared continually. This continued through August 9, 1978.

   I was not aware that Otis Jordan requested my inspectors to work with the County.

   One of my inspectors, Mike Kieffer, has had testing cards for aggregate and AC mixtures since 1972. I consider him very well experienced . A new inspector, Allen Liles, worked with Mike and received his qualification from Region personnel prior to being put on his own without Mike's guidance. Mike was at the hot plant through October, then at the plant most of the time after that. I believe Otis

Jordan did not inform himself of the facts.

3) I did not receive "permission" from Otis Jordan to pull samples from trucks or the plant. We were requested to do this in order to save time getting results from the first test. Many of the tests were from trucks. Otis Jordan continues to complain about thin lifts. My letter of March 5, 1979, explains why there was thin lifts and that it was at Mr. Jordan's insistence that thin lifts was necessary.

As Mr. Jordan knows, we did not take samples from lifts too thin to be representative. James Stubblefield was street inspector, he is experienced and well qualified, and he either took or oversaw taking of street samples. One sample was taken from a thin lift but was thrown out as not being representative.

On October 20, 1978, a plant adjustment was made at 1:15 PM at the inspector's order.

On October 21, 1978, a plant adjustment was ordered made on basis of two failing samples, one from street and one from truck.

On October 24, 1978, first sample from truck failed, next sample from street passed, next sample from street failed.

On October 26, 1978, first sample from truck failed, next two samples from street passed.

On October 27, 1978, first two samples from street failed. A plant change was ordered. Next sample from street passed.

On October 30, 1978, three tests passed.

On October 31, 1978, two tests passed gradation, both failed asphalt content. Adjustment ordered on asphalt content.

November 1, 1978, first sample failed on asphalt content. (backup sample passed) Next sample failed, next sample passed.

November 2, 1978, first sample and backup failed on fines Plant adjustment made. Next two samples failed on coarse. Plant adjustment made.

November 3, 1978, two samples run, both passed on gradation, failed on asphalt content.

November 6, 1978, first sample passed, next two samples plus one backup failed. Adjustment ordered made.

November 7, 1978, first sample plus backup failed, second sample failed. Adjustment ordered.

November 8, 1978, first two samples failed. Adjustment ordered but plant operator instead changed area to take from stockpile. Next sample failed. Plant adjustment ordered and made.

November 9, 1978, first sample in on gradation but out on asphalt, next sample out on gradation, but passed on asphalt, next sample passed.

Inspectors informed they should have shut down plant after two consecutive failing samples on the 8th.

November 10, 1978. first sample passed, next failed on gradation, next passed.

November 13, 1978, two samples both passed.

November 14, 1978, two samples both failed.

November 20, 1978, one sample passed.

November 21, 1978, one sample failed.

November 27, 1978, first sample failed, adjustment ordered, next sample failed. Plant ordered shut down until a passing wet batch was produced.

Mr. Jordan's statement that they paved until November 27, 1978, without being ordered to make adjustments is entirely false. It was November 27, 1978, that they were ordered to shut down until a passing wet batch could be produced.

4) The only time we had three consecutive failing tests in the same category, was on November 8, 1978. A plant adjustment had been ordered but your plant operator did not comply, instead he attempted to correct by changing location of taking from the stockpile.

5) On November 27, 1978, our calculations showed the amount of failing material had passed 15% of the calculated total amount. On this date we commenced requiring passing wet batches prior to accepting material on the street.

I believe we followed the guidelines and will continue to do so.

It is not a reasonable deduction the guidelines were bypassed as they were not.

6) If we look at the test results taken from the plant, we see the same inconsistency as from other sources.

I believe the tests taken from the street are certainly representative, taken by qualified personnel and from sufficient depth.

Mr. Jordan just cannot seem to understand that preleveling cannot be accomplished by laying uniform lifts over preexisting surfaces.

7) The guidelines were not waived. All of the mixture used to date was under the same specifications and no change in specifications are anticipated.

Sincerely;

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: C.T. Keasey
Alfred Shirley
Otis Jordan
file

8654.

OREGON STATE
HIGHWAY DIVISION

March 22, 1979

F. B. KLABOE
Administrator and
State Highway Engineer

S.D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Subject: Disputed Claim
N.Oakland Interchange -
Sutherlin Interchange
Pacific Highway
Douglas County
Contract No. 8654

Gentlemen:

Reference Otis Jordan's letter of March 16, 1979.

An agreement to settle a disputed claim for opening the highway to four lanes was not agreed to at the meeting in Salem on November 29, 1978.

An agreement was made as to the items of work necessary for opening the highway to four lanes.

Mr. Jordan's letter of December 2, 1978 and my letter of December 4, 1978 confirmed the items of work and clarified what would be considered contract work items and what would be considered Extra Work.

What Mr. Jordan overlooks, although it has been explained to him several times, is that he has to justify why the Extra Work Items should be at State's cost rather than the contractor's expense.

My inspectors kept close account of all work done, with copies to the contractor. Roger Patitz compiled all of the data and presented it to Mr. Jordan and I believe we are in close agreement.

Next Page

Now it remains for the contractor to present a claim which will be considered for payment to the contractor.

Mr. Duval and myself agreed with Mr. Spencer and Mr. Jordan that we were in agreement on the amount of money involved. However, we also explained that we were not authorized to settle claims and a subsequent telephone call to Mr. Jackmond verified this. I then telephoned Mr. Jordan and explained again that a written claim was still required.

We can expect this matter to be settled after your claim is presented and considered.

The fifty-five day time extension request is in Salem and as I have no time schedule as to when it will be given final consideration, I cannot state when it will be settled.

Sincerely;

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: C.T. Keasey
Alfred Shirley
Otis Jordan
file

8654

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Victor Atiyeh

March 20, 1979

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Attention: Mr. Otis Jordan

Gentlemen:

N. Oakland Int.-Sutherlin Int. Section
Contract No. 8654

This is to acknowledge receipt of your March 15 letter on the above project. You have appropriately referred this matter to the Resident Engineer, also by letter of March 15 and I am sure this matter will receive his prompt attention. However, I would remind you that the item in question concerns a fairly large quantity of nonspecification asphaltic concrete pavement, the suitability and price for which is to be determined by the engineer. The asphaltic concrete pavement material in question falls outside of any Highway Division guidelines due to the quantity and percentage of nonspecification material. Therefore, a separate and detailed evaluation of the value of the product is required. I can assure you that we also would like to see this matter settled as soon as possible and will continue to work to do so.

Sincerely,

O. B. Jackmond

O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: Alfred Shirley (w/att.)
Vern Shull "

Form 81-734-3122 (Rev. 7-77)

8654 2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: March 20, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: H S Coulter
H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
North Oakland-Sutherlin Interchange
Douglas County
FAP No. I-F-5-3(111) 137
Contract No. 8654

S. D. Spencer and Son, the contractor on the above project, has submitted a request for an increase of 95 calendar workdays in which to complete the project.

Pertinent project time data is:

Award	12-20-77		
Calendar workday count began	3-1-78		
Work began	3-21-78		
Specified calendar workdays		a) 250	b) 400
Time expires		a) 11-18-78	b) 7-21-79

Phase (a) - All work is to be completed except for placing top lift asphalt concrete base course and asphalt concrete wearing course with seal. Phase (b) - All work is to be completed.

The contractor is requesting the time that he was prevented from working on the Stearns Lane and Calapooia structures. This was mainly the months of December 1978 through February 1979 when the contractor was directed to restore traffic to four lanes in order to have the project safe for winter.

Form 734-3122

Although the contract work was not pursued in a diligent manner and the months of December through February are a no-count time period, some time is still warranted. Nothing in the contract specifications or special provisions prevented the contractor from restricting traffic during the winter months. Because he was not allowed to restrict traffic, he was prevented from going on to Stage II work.

In a meeting in the Construction office it was agreed the contractor would perform the necessary work to restore traffic to four lanes. In exchange, the State would consider a request for an extension of time. Four-lane traffic was to be restored by December 8, 1978. The required work was not completed until December 15, 1978. From this date there remains 75 no-count calendar days where structure work, critical to project completion, could have been performed. Winter workdays available and work efficiency is below the annual norm. Even on structure work the available days and efficiency is approximately two-thirds of normal. There was a possible 50 calendar days (75 x 67%) where structure work could have been performed but was lost.

The prime reason for requesting traffic be restored to four lanes was the safety of the traveling public through the winter season. It is recommended the contractor be granted 50 calendar workdays due to the required lane restoration for both Phases (a) and (b).

OBJ:DA:fr jh
cc: C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek
Vern Shull

8654

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 19, 1979
Roseburg, Oregon

FILE:

FROM: Vernon E. Shull
Vernon E. Shull
Resident Engineer

TO:
Mr. Alfred Shirley, Jr.
Regional Engineer

SUBJECT: Request for Extension of Time
N.Oakland Interchange -
Sutherlin Interchange
Contract No. 8654

ATTENTION: Jim Gix
Region Construction Engineer

Enclosed please find Contractor Request for Increase in Number of Workdays to Complete Construction Contract.

This request is for 60 days based on alleged slowness in their obtaining lamps and sockets for the temporary illumination.

Copies of all contractor correspondence is included.

I recommend no additional time be given based on Section 108 of the Standard Specifications and particularly Subsection 108.03. Additional information as follows:

1. December 19, 1977 - Award of Contract
   January 24, 1978 - Ordered illumination materials.
   (36 days delay in ordering)

2. January 24, 1978 - Ordered illumination materials
   March 6, 1978 - Shop drawings received
   (41 days to receive shop drawings?)

3. March 10, 1978 - Pre-Work Conference held - Tommy Kimbrell present and stated he would be able to obtain luminaire materials. I subsequently contacted the luminaire designer and was informed a substitution could be made if the same amount of light was provided for. Contractor was advised verbally.

4. Illumination work completed July 7, 1978 - Commenced placing barrier July 17, 1978.
   (10 days delay after OK to commence Stage I work)

5. Traffic on Stage I detour July 24, 1978.
   Stage I deck work commenced July 26, 1978
   Final concrete pour, on Stage I, November 13, 1978.
   (112 days for Stage I work)

(Next Page)

6. Contractor's schedule presented at Pre-Work Conference showed a total of 184 days planned for all three stages of bridge work, including Green Valley Structure.

7. Contractor's schedule presented July 12, 1978, showed all of Stage I work being completed July 17 to August 14, 1978. Total - 41 days. (112 days - 41 days = 71 days wasted)
Also showed completion of Stage II and Stage III by November 10, 1978. Total of 121 days for all three stages.

Taking into consideration - No. 1, 36 days
Taking into consideration - No. 4, 10 days
Taking into consideration - No. 7, 71 days
Total Number of days wasted = 117 days

In summary, the only reason this contract was not completed within the specified time was only because of lack of job prosecution, which I tried to correct, but was unsucessful.

The contractor actually had advance knowledge of a possible delay in obtaining the lamps and sockets, from experience on the Cottage Grove - Martin Creek Project.

Vernon E. Shull
Vernon E. Shull
Resident Engineer

EQUAL OPPORTUNITY EMPLOYER

8654.

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

March 16, 1979

Mr. Vernon Shull
Resident Engineer
O.S.H.D.
P. O. Box 1128
Roseburg, Oregon 97470

Re: Contract No. 8654

Dear Mr. Shull:

An agreement to settle a disputed claim for opening the highway to four lanes on the above-referenced project was agreed on at the meeting in Salem of November 29, 1978.

Mr. Jordan's letter of December 2, 1978 and Mr. Shull's letter of December 4, 1978 confirm the above settlement.

As of this date, the fifty-five day time extension on "Contract Times a and b" has not been executed.

As of this date, no determination has been received on either the additional 35 days requested or the time extension for "nonavailable" illumination items.

As of this date, no E.W.O. for this agreement have been paid.

At a meeting with Mr. Shull, Mr. Duval, Mr.

NOTED
BOBBY JOHNSON

RECEIVED
MAR 21 1979
CURTIS H. DUVAL
Res. Bridge Engr.

NOTED

Spencer and myself, Mr. Shull and Mr. Duval of the OSHD confirmed that an agreement had been reached but that it had not been processed in Salem.

In summary, we are now three and one-half months "down the road" from our agreement. Liquidated damages are being assessed. Payment for E.W.O.'s for work performed in December of 1978 is not paid. The time extensions are not resolved. We cannot plan our work.

When can we expect the above matters to be resolved?

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj

cc: Vancouver
Mr. A. Shirley
Mr. C. T. Keasey
Mr. C. Duval
Roseburg

AREA CODES - VANCOUVER 206, PORTLAND 503 EQUAL OPPORTUNITY EMPLOYER

8654

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

March 16, 1979

Mr. Vernon Shull
Resident Engineer
O.S.H.D.
P. O. Box 1128
Roseburg, Oregon 97470

Re: Contract No. 8654

Dear Mr. Shull:

Pursuant to Section 108.08, Standard Specifications for Highway Construction, 1974, this letter hereby gives notice that we object to any and all time charges on the above-referenced project for the periods from November 21, 1978 to November 30, 1978 and from March 1, 1979 until the below is settled.

This protest of time charges is based on the following: Failure of the OSHD to process an agreement of compromise of a disputed claim-per O. Jordan's letter of December 2, 1978, which agreement grants a 55 day time extension.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj

cc: Vancouver
Mr. A. Shirley
Mr. C. T. Keasey
Roseburg

AREA CODES - VANCOUVER 206, PORTLAND 503 EQUAL OPPORTUNITY EMPLOYER

8654.

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

RECEIVED
MAR 19 1979
CONSTRUCTION
BRANCH
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Widmer
Gebauer
Church

March 15, 1979

Mr. O. B. Jackmond
Field Engineer (Roadway)
O.S.H.D.
504 Executive House
325 - 13th St. N.E.
Salem, Oregon

Re: Contract No. 8654

Dear Mr. Jackmond:

Please find enclosed my letter to Mr. Shull of March 15, 1979.

I respectfully request that you give this matter your early perusal. I appeal to you for the following:

1. You and I were on the same committee that negotiated the guidelines for this contract.

2. Your understanding of claims and their legality is more complete and objective.

3. When we speak of negligence in not enforcing the guidelines, we are less likely to create a defensive attitude.

While I shall be the first to admit that we have an undesirable situation here and that there is negligence on both our parts in not seeing to the compliance of guidelines--inspection is the State's responsibility--I shall be the first to state that you have no justification to hold back 6,000+ tons of asphaltic concrete from our progress estimate. Frankly, we cannot afford not being paid. Our bankers are asking "What are you going to be paid?" They need answers, we need answers.

We do urge your immediate attention to this matter. Before commencing work, we would like these matters resolved.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
Enclosure
cc: Vancouver

AREA CODES - VANCOUVER 206, PORTLAND 503 EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

March 15, 1979

Mr. Vernon E. Shull
Resident Engineer
O.S.H.D.
P. O. Box 1128
Roseburg, Oregon 97470

Re: Contract No. 8654
Asphalt Mix

Dear Mr. Shull:

We have thoroughly reviewed the tests, data, etc., that we have at our disposal. We have listed the tests on a spread sheet and on a separate sheet for tests taken at the plant only. They are enclosed for your perusal.

Here are our views on the matter:

1. Tests 1 to 11 should be thrown out completely as nonrepresentative. Your rolorex was not working properly. Your inspector was requesting changes in mix that were not based on representative tests. It is our view that in the above-numbered tests, the asphalt content results and the #200 sieve results are intermingled, especially in tests 4, 5, 6, and 7.

2. In August of 1978, after furnishing you and Douglas County jointly for three days and seeing the variance in the testing results, we requested that your inspector work with the County during the time that we would be furnishing the 23,000 tons for

the County's Glide Project. Your inspector could compare results with the County. Your inspector had no previous asphalt testing experience. Your inspector had no inspector's card. I felt that this would be an excellent way to have your inspector gain confidence and experience and an excellent opportunity to make changes in modus operandi in order to have the mix exactly as you desired same. Here was an opportunity to run 23,000 tons of your design mix, check samples and make corrections in order to have a mix conforming to your requirements. Everyone agreed that the plan was good and that we could shake all the imperfections before commencing the project. It was not done.

3. Spencer began patching on October 20, 1978. You had permission to pull samples from the trucks or plant, because we had foreseen that pulling samples on a thin lift with 1" maximum aggregate is inviting problems. No heed was taken. You ignored my suggestions and pulled 18 samples - 13 of which were failing without requesting us to shut down. In fact, we paved until November 27, 1978 without a request from you to make an adjustment. Sixty-four samples were taken of which 28 were out of specifications.

4. In your guidelines, you state "after the third consecutive failing test the contractor shall be advised by the engineer that no more material will be accepted until a specifications product is demonstrated." We have never been so advised; therefore, reasonably prudent men would reason that the material was being accepted and was suitable for the use intended, namely, for preleveling frontage roads, interchanges and shoulder widening.

5. "No more than 15% of any item incorporated in the project may be outside the designated specifications" is not a part of the plans and specifications. The above quote is a part of the guidelines; however,

the guidelines were not followed by the State. Therefore, is it not a reasonable deduction that the guidelines were bypassed and the material was accepted for the use intended?

6. If we look at the test results taken at the plant we see consistency and relatively few failing tests. The question that immediately comes to our mind is: Are the tests taken from the grade representative? Was there sufficient thickness to obtain representative samples? We say no, it is not possible. Let's analyze the tonnage of asphalt laid to date:

Total Asphalt Laid to Date	25,086 Tons

Our and Your Records show the location and tonnage laid as follows:

Frontage Roads & Ramps	2,886	
Shoulder Widening & Dig Out @ Green Valley	3,397	
Bridge End Dig Outs	4,064	
	10,347	
Total Tonnage laid on Project		25,086
		10,347
		14,639
Tonnage laid that State has designed patching on test reports	6,497	
Balance of Tonnage Laid		8,142

Area - Balance of mix laid and theoretical quantity
Main Line 17,000 L.Ft.
Speed Change 1,700 L.Ft.

17,000 - 1,600 L.Ft. (Area designated as Bridge End above & Area not paved)

15,400 L.Ft. x 76.40' x 2" x .00642 = 15,107 Tons
1,700 L.Ft. x 8 x 2" x .00642 = 175 Tons

15,282 Tons

The above shows that there could not be more than 2 - 1"lifts in most locations. What we have to date on most of the project is a preleveling course with insufficient thickness to obtain representative samples.

Further, your own price agreements and field notes show preleveling of 10,500 tons and then 13,000 tons.

7. Section 105.03 provides that payments will be made for materials furnished in reasonably close comformity. The asphalt mix delivered to the project is determined as to substantial compliance by guidelines. These guidelines are given (and were given) at the preconstruction conference. The guidelines for this project were arrived at after almost one year of negotiation with the paving association. Mr. Keasey, Mr. Jackmond and I were members of the committee that arrived at the guidelines. Field tested material receives much attention as to what constitutes substantial compliance in the guidelines. If the engineer waves the guidelines: "does not notify the contractor to take corrective action," does not this constitute acceptance for the use intended? In fact, Mr. Gix at the meeting of January 26,1979 stated: "The existing paving was in bad shape, we wanted the old paving corrected. We owed same to the traveling public." In effect, you waived the guidelines for a further more important consideration.

Basically, what has been laid to date is a preleveling mix. Let's consider it as such. Considering the circumstances to date, is it not far better for all concerned to accept the pavement as preleveling to date and go on to the next lifts?

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
Enclosures
cc: Vancouver
Mr. O. B. Jackmond
Mr. C. T. Keasey
Mr. Alfred Shirley

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 14, 1979

FILE: CON 5 #8654

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
N. Oakland-Sutherlin Int.
Douglas County
Contract No. 8654

NOTED
H. S. COULTER

S. D. Spencer and Son, the contractor on the above project, has submitted a request for an increase of 95 calendar workdays in which to complete the project.

Pertinent project time data are:

Award	12-20-77		
Calendar workday count began	3- 1-78		
Work began	3-21-78		
Specified calendar workdays		a) 250	b) 400
Time expires		a) 11-18-78	b) 7-21-79

Phase (a) - all work is to be completed except for placing top lift asphalt concrete base course and asphalt concrete wearing course w/seal. Phase (b) - all work is to be completed.

The contractor is requesting the time that he was prevented from working on the Stearns Lane and Calapooia structures. This was mainly the months of December 1978 through February 1979 when the contractor was directed to restore traffic to four lanes in order to have the project safe for winter.

Although the contract work was not pursued in a diligent manner and the fact the months of December through February are a no count time period, some time is still warranted. Nothing in the contract specifications or special provisions prevented the contractor from restricting traffic during the winter months. Because he was not allowed to restrict traffic, he was prevented from going onto Stage II work.

In a meeting in the Construction Office, it was agreed the contractor would perform the necessary work to restore traffic to four lanes. In exchange, the State would consider a request for an extension of time. Four-lane traffic was to be restored by December 8, 1978. The required work was not completed until December 15, 1978. From this date there remains 75 no count calendar days where structure work, critical to project completion, could have been performed. Winter workdays available and work efficiency is below the annual norm. Even on structure work, the available days and efficiency is approximately two-thirds of normal. There was a possible 50 calendar days (75 x 67%) where structure work could have been performed but was lost.

The prime reason for requesting traffic be restored to four lanes was the safety of the travelling public through the winter season. It is recommended the contractor be granted 50 calendar workdays due to the required lane restoration. This will be for both phases (a) and (b).

There are still a few items which remain to be settled for compensation for the added work required to restore four-lane traffic.

The contractor has also stated that there will be a request for time relating to other items. These were not addressed in his request.

FHWA acceptance will be required. A rough draft letter is attached.

Also attached is a rough draft letter to the contractor.

OBJ:DA:fr

Att.

cc: Alfred Shirley
    Vern Shull

FORM 81-734-3030

8654

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon

February 22, 1979

FILE: CON 5

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Construction Engineer

TO: O. B. Jackmond
Construction Administration Engineer

SUBJECT: Extension of Time
N. Oakland-Sutherlin Int. Sec.
Pacific Highway
Douglas County
Contract No. 8654

Herewith Contractor's Surety forms and Resident Engineer's analysis for Request for Increase in Number of Workdays on subject project.

As we are both aware, there is no basis in the specifications for granting the request since no time was charged during the shutdown period. I am aware of an understanding that was reached in your offices on November 29, 1978 and will base my analysis on this.

The state did derive a benefit from the interruption of Stage II work sequence. The road conditions experienced in December and January would have made a very difficult situation with a serious hazard to the traveling public. There is a possibility that we went slightly beyond the specifications in asking Spencer to suspend stage construction. I feel we achieved our objective of safe 4-lane traffic on December 15, 1978.

Based on my interpretation of your understanding with Jordan, we could allow a proportionate time extension of 55/82 as D/75 or 48 workdays. I feel that this is and was a reasonable approach and recommend an extension of 69 days to both A and B counts.

jjg/cw
Encl.

cc Vern Shull

8654

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 13, 1979

S.D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Subject: N.Oakland/Sutherlin Intchge.
Pacific Highway
Douglas County
Contract No. 8654

Gentlemen:

Please be advised that the anticipated weather conditions for the remainder of the winter season are expected to be normal with no ice or snow to create hazardous driving for the traveling public.

In view of the above you may now return to work on all phases of this project including lane closures as specified in the Project Plans and Specifications.

Calendar Workday Charges will resume on March 1, 1979.

Prior to commencing any work it will be necessary for you to provide a comprehensive work schedule.

Prior to commencing work please review Section 111 of the Standard Specifications and my letter of December 12, 1978.

Sincerely yours,

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: C.T. Keasey
Alfred Shirley
file ✓

Form 81-734-3122

STATE COPY

cc: OSHD (H S Coulter)
OSHD (R L Schroeder)
OSHD (C T Keasey)
OSHD (A Shirley, Reg 3)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

X refs: I-F-5-3(111)137
I-5-3(109)170

INSPECTION REPORT

REGION NO. 10	REPORT ON Maintenance	DIVISION Oregon
DATE OF INSPECTION 2-12-79	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. 602.1

IN COMPANY WITH

NOTED
H. S. COULTER

REMARKS

On February 9, 1979, while returning to Salem, I noted moderate to severe potholing and pavement delamination on several sections of I-5 between Roseburg and Eugene.

The worst areas were: 1) Sutherlin to N. Oakland, 2) Comstock to Divide, and 3) Martin Cr. to Cottage Grove.

I discussed these problems with both Regional and Construction project personnel that day. On Feb. 12 the above persons reviewed Sections 2 and 3 listed above.

Two of the above areas--N. Oakland to Sutherlin and Cottage Grove to Martin Creek--are under construction. The contractor is S. D. Spencer & Son. The third area, Divide to Comstock, was to have been contracted for reconstruction last year; however, reconstruction was postponed by the State apparently as a political maneuver following the voters rejection of increased fuel taxes. This section is the last portion of I-5 to be completed. Major realignment of the roadway and interchange configuration had been planned. (Estimated cost of $30 million.)

Abnormal freezing followed by heavy rainfall has resulted in severe potholing and delamination of thin patches in the subject areas. High quality hot patches have not been possible due to adverse weather. Coldpatching has not been able to keep abreast of the deterioration.

Short periods of reasonable paving weather are normally expected in mid or late February.

It was agreed that cold patch efforts be continued pending a break in the weather. At the first possible opportunity, hot patching tapers and final paving must immediately commence as appropriate.

Mr. Gix advised that the contractor has promised to pave as soon as possible. However, in the event the contractor fails to mobilize at the first paveable weather, it was agreed that State maintenance forces will do the necessary pavement patching and charge the contractor as appropriate.

Extensive surface maintenance will be required on the Martin Creek to Comstock Section if the State elects to delay reconstruction another year. ✓

RECEIVED
STATE HWY ENGR
MAR - 1 '79
REFER TO
FOR

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED ☆ GPO: 1970 0-387-254

FORM 81-734-3090

8654

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
February 7, 1979
Roseburg, Oregon

FILE:

Vernon E. Shull

FROM: Vernon E. Shull
Resident Engineer

TO: Mr. Alfred Shirley
Region Engineer

SUBJECT: Contractor's Request for
Increase in Number of Workdays
N.Oakland/Sutherlin Intchge.
Pacific Highway
Douglas County
Contract No. 8654

ATTENTION: James Gix
Region Construction Engineer

At the November 29, 1978 meeting, in C.T. Keasey's office, there was an agreement made to consider a 55 CWD extension of time providing certain items of work were completed on or before December 8, 1978.

Otis Jordan's letter of December 2, 1978, confirmed the items of work but did ~~not~~ change the final anticipated completion date to December 12, 1978.

My letter of December 28, 1978, showed the dates work was actually completed.

Mr. Jordan is basing his request on the number of days he is being prevented from working on the Stearns Lane and Calapooya Structures.

However, the contractor did set barrier in preparation for commencing Stage II work on the Green Valley Structure, but to date no further work has been done. This is being delayed, for some unknown reason although in accordance with the project plans the Green Valley Stage II work cannot be done at the same time as the Stearns Lane and Calapooya Structures.

In view of the above, I would recommend any time extension be considered only from December 28, 1978, to April 30, 1979, and then only on a basis of probable days that could reasonably be considered suitable for working.

Actually, if we were to enforce section 108 of the Standard Specifications, they would have no time coming, as all work excepting the final paving should have been completed by November 18, 1978.

8654

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 7, 1979

S.D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Subject: Oak Creek Quarry Stockpiles
N.Oakland/Sutherlin Intchge.
Pacific Highway
Douglas County
Contract No. 8654

Gentlemen:

Reference Otis Jordan's letter of February 1, 1979, regarding using present stockpiles at the Oak Creek Quarry.

My letter of January 5, 1979, rejected the stockpiles.

At the meeting in C.T. Keasey's office on January 26, 1979, Otis Jordan agreed to remove the stockpiles and crush new aggregates.

People on my crew are aware of what stockpiles were crushed for this contract.

My letter of January 6, 1979, confirms that new aggregates are to be crushed, for future work, and only from a prequalified area of the quarry.

Sincerely yours,
Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: C.T. Keasey
Alfred Shirley Jr.
Otis Jordan
file
Jim Wilson

8654

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 6, 1979

S.D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Subject: Payment for Out-of-Spec.
Asphaltic Concrete Mixture
N.Oakland/Sutherlin Intchge.
Pacific Highway
Douglas County
Contract No. 8654

Gentlemen: As a result of a meeting held in C.T. Keasey's office, on January 26, 1979, a decision was made to allow partial payment for Out-of-Specification AC Mixture this project. The percentage to be paid at this time is 50%.

The percentage paid at this time is not final and will be subject to revision, either upwards or downwards, depending on final complete analysis by the Resident Engineer, Construction Engineer, Region Engineer and Materials Engineer.

This percentage allowance is only a compromise payment based on the following reasons:

1. The contractor admits that the Oak Creek Quarry contains unsuitable material, some of which was incorporated in the mixture produced to date. This is to be corrected by re-sampling the quarry for qualifing and the contractor is to use materials only from the portion represented as acceptable.

(Cont.)

2. The aggregates produced to date were non-specification gradation and were incorporated in the mixture produced to date. This is to be corrected by removing the present stockpiles, crushing all new aggregates within specifications.

3. The contractor is to crush aggregates for this contract only, stockpile separately and complete within 30 calendar days.

4. The Hot Plant is to be in good operating condition with all automatic controls functioning and production limited to this contract.

5. A Price Agreement will be signed for actual calculated worth of all Out-of-Specification material produced to date.

6. Any Out-of-Specification aggregates or Asphaltic Concrete Mixture produced in the future will be rejected and not paid for.

Sincerely yours;
Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: C.T. Keasey
Jim Wilson, Materials Section
Alfred Shirley Jr.
Otis Jordan
file

AREA CODES - VANCOUVER 206, PORTLAND 503 EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

8654.

February 1, 1979

Mr. Vernon Shull
Resident Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Re: Contract #8654

Dear Mr. Shull:

Mr. James Yoctorowic our materials superintendent called me today from Longview, Washington where he is visiting his sister. This is the first opportunity I've had to talk with James since the subject of out of spec asphalt material has become such a prominent item.

James feels that the stockpiles of paving aggregates presently stockpiled at the plantsite for your use are free of silt stone. The aggregate containing silt stone was substantially removed from the piles set aside for your use and the raw materials used in crushing your paving aggregate was of good quality free of silt stone. There are no notations of silt stone in your inspectors report. The seam of silt stone was isolated some time ago and James stated that they have kept away from same. On gradation, I have gone back on the test reports, averaged same, carefully reviewed same and have come up with the following average gradation.

Passing	(Test Average for Mt 1/4"-#10 "Not Robbed")
3/4"	99.7%
1/2"	86.1%
1/4"	57.0%
#40	29.2%
#200	6.3%

I see no reason that a good mix cannot be obtained from this material.

If you desire sodium sulphate (soundness) tests run I would request that you let us know so that we are all certain that you have taken the material from the correct pile.

James states that samples have been pulled from stockpiles by state forces (not your people) other than those stockpiles set aside exclusively for your use.

Mr. Jim Wilson made some mention that he was not able to acquire retained strength from a recent sample. If this is the case or you desire a sample for mix design please let us know so that we are all certain that the aggregate sampled is from the correct pile.

Sincerely,
S. D. Spencer & Son

By

cc: Roseburg
Vancouver
Mr. Keasey
Mr. Shirley
Jim Wilson

8654

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Roseburg, Oregon
January 12, 1979

N. Oakland Int. - Sutherlin Int.
Pacific Highway
Douglas County
Contract No. 8654

S.D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

Reference Otis Jordan's letter of Jan. 10, 1979 and my letter of Dec. 28, 1978.

At the Salem meeting on Nov. 29, 1978 Otis Jordan verbally stated that certain items of work would be completed by Dec. 8, 1978. Otis Jordan later revised this date to Dec. 12, 1978. My letter of Dec. 28, 1978 stated dates the work was actually completed with the exception of item III. Item III was completed on Jan. 2, 1979.

Contractor personnel made the decision to dig out the southbound lane to centerline instead of patching. After some discussion I allowed this to be done although weather conditions were not favorable.

In accordance with subsection 108.07, of the Standard Specifications, it is normal construction practices to patch potholed pavement. This was the situation at Manning road.

Mr. Jordan complains of the weather and the fact that the Highway Maintenance crew found it necessary to sand the highway.

Mr. Jordan's letter is apparently an attempt to blame myself, the maintenance crew and the weather for his failure to abide by his promises and schedules.

The dictionary defines "consideration" as: Act or process of considering; careful thought; deliberation.

Sincerely Yours
Vernon E. Shull
Vernon E. Shull
Res. Engineer

NOTED
[illegible]

cc: C.T. Keasey
Alfred Shirley Jr.
Curt Duval
Otis Jordan

[illegible] EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

January 10, 1979

Mr. Vernon Shull
Resident Engineer
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: Contract #8654

Dear Mr. Shull:

This is to acknowledge and thank you for yours of December 28, 1978.

At the Salem meeting it was agreed that most items could be done on or before December 8, 1978; however we did make modifications namely to dig out the south bound lane to Centerline instead of patching same. My letter of December 2, 1978 states "On or about December 12, 1978 all of the above work would be completed leaving the project in four lanes except at the Green Valley Structure. The first lift of paving would be in place throughout the project except under Manning which we were directed not to pave under due to impaired clearance."

You insisted we pave under Manning Road this was done, it took time. The weather was far from ideal. Each morning our crews had to remove sanding material from the highway before paving. Doing this took people away from other chores. To have added more people would have developed more costs.

What do you mean "The above dates will be taken into consideration for any time extension request you may elect to submit."?

Sincerely,
S. D. Spencer & Son

By Otis Jordan
Otis Jordan

cc: Roseburg
Vancouver
C. T. Keasey
A. Shirley
C. Duval

8654

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
January 8, 1979

FILE: CON 5

FROM: JAMES J. GIX
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: E.W.O. #8
N. Oakland-Sutherlin Int. Sec.
Pacific Highway
Douglas County
Contract No. 8654

Herewith Extra Work Order submitted by Vern Shull, Resident Engineer, to describe work necessary to open project to 4-lane traffic for winter season. This order provides basis for checking and handling of a claim by S. D. Spencer & Sons.

I do not approve payment of this as extra work. I feel the general specifications adequately cover a situation where a winter shutdown may be directed. If the contractor had completed his work on schedule, none of the expense would have been necessary.

Should a time extension be granted (none has been officially requested) we should re-evaluate this work for partial payment in a claims settlement.

jjg/cw
Encl.

cc Vern Shull
Curt Duval

RECEI
JAN 10 1979
CURTIS H. DUVAL
Res. Bridge Engr.

NOTED
CURTIS DUVAL

8654

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Roseburg, Oregon

January 5, 1979

RECEIVED
JAN 05 1979
CURTIS H. DUVAL
Res. Bridge Engr.

Asphalt Concrete Mixture
N. Oakland Int - Sutherlin Int.
Pacific Hwy - Douglas Co
Contract No. 8654

S.D. Spencer & Son
4614 NE 72nd Ave
Vancouver, Wash 98661

Gentlemen:

After producing 25,172.53 tons of Class "B" asphalt concrete mixture for this project, from your Oak Cr. quarry source, it is quite obvious you are unable to maintain satisfactory quality control.

As you know all of your crushing of A.C. aggregates was out of specifications and no payments have been made for materials in the stockpiles. The A.C. mixture gradation follows the same general deficiencies as the aggregates.

Of the 25,172.53 tons produced to date 12,761.67 tons were out of specifications on gradation and 3,225.16 tons were out of specifications on asphalt content. Samples submitted to the Salem Laboratory representing 12,370 tons of A.C. mixture show a too low index of retained strength and out of specifications for gradation and asphalt content. Also recent samples of aggregate submitted to the Salem Laboratory have shown out of specifications on gradation and excess loss of soundness.

A study of A.C. materials produced to date is now being made by the Construction Section in Salem as well as by the Salem Laboratory.

In conformance with our specifications and testing guidelines no further material will be accepted from your present stockpiles of A.C. aggregates. Also no further material will be accepted from the Oak Creek quarry pending results of the study now being made.

Sincerely yours,

Vernon E. Shull

Vernon E. Shull

cc: C.T. Keasey
John C. Jenkins
Alfred Shirley Jr.
Curt Duval
Otis Jordan

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 5, 1979

FILE: CON 5 [illegible]654

NOTED
H. S. COULTER

For O. B. Jackmond

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILE

SUBJECT: N. Oakland Int.-Sutherlin Int.
FAP No. I-F-5-3(111)137
Contract No. 8654
Meeting to Discuss Non-Spec. A.C. Materials and Review Agreement For Restoring 4-lane Traffic For Winter

A meeting was held Friday afternoon of January 26, 1979 at the Construction Branch office in Salem. The following persons attended:

Name	Title	Representing
Otis Jordan	Project Superintendent	S. D. Spencer
O. B. Jackmond	Contract Admin. Engineer	OSHD
James Gix	Region Constr. Engineer	OSHD
Vernon Shull	Resident Engineer	OSHD
Roger Patitz	Asst. Resident Engineer	OSHD
Curtis Duval	Resident Engineer	OSHD
Jim Wilson	Materials Engineer	OSHD
Glenn Boyle	Bituminous Group Leader	OSHD
M. D. Glenn	Quality Control Engineer	OSHD

The primary purpose of the meeting was to discuss payment and corrective actions to be taken on the non-spec. Class "B" A.C. mix placed to date and A.C. aggregates stockpiled at S. D. Spencer's Oak Creek Quarry. No payment has been made to date for the A.C. mix or an allowance for materials on hand for the aggregates. The second issue was the status of time and costs to get the highway opened to 4-lane traffic for the winter.

At the November 29, 1978 meeting in Salem, Otis Jordan had agreed to complete work required to have 4-lane traffic restored by December 8, 1978. This was subject to the Construction Branch recommending approval for a 55-day time extension to replace time lost by S. D. Spencer being prohibited from accomplishing bridge related work during the winter "no time count period", and to consideration being given to any claim for extra work required to move the concrete barrier and the removal of a minor amount of asphalt concrete pavement and patching to eliminate a longitudinal vertical drop-off in the southbound lanes.

The documented costs for moving the median barrier etc., are reasonably close, $6,095 by Shull's computations and $9,282 less truck time by Jordan's. It was felt this cost matter could be reconciled. Payment will depend on the Resident and Region's analysis to determine cost responsibility for this work.

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Mr. Jordan also claimed there was a complete misunderstanding regarding the date for having 4-lane traffic restored. He stated he agreed with our granting a 55-day extension in time but at no time did he agree to the December 8 completion of work items necessary to open the job up to 4-lane traffic.

Mr. Jordan was again informed that the Construction Branch does not grant extensions of time but makes recommendations regarding contractors' request for time extensions. It was reiterated that before any action could be taken, S. D. Spencer would have to submit a detailed request (signed by their surety,) for any time they felt was due. Any claim for payment for work required to get 4-lane traffic through the project will be evaluated on its merits, when presented.

Mr. Jordan then questioned what contractural basis we had for refusing to pay for the Class "B" asphalt concrete produced to date.

Several factors were cited including indications of excess sodium sulfate loss for use in A.C. materials in several of the qualifying tests; non-spec. gradation and excess sodium sulfate loss for produced aggregates; failure of 4 of 5 samples of produced A.C. mixture to meet the minimum index of retained strength requirements; and low index of retain strength results obtained on laboratory prepared mixes using aggregate samples obtained from existing stockpiled materials. Section 105.03 and the failure of the materials to comply with reasonable close conformity with specifications was cited as the basis for not making payment until an evaluation of the material was made.

Mr. Jordan claimed we had made "tacit acceptance" of the materials produced inasmuch as we did not follow our own guidelines for acceptance of materials and shut him down or reject the non-spec. materials until late in November. He also questioned ability of the State's inspectors; and the validity of test results of samples taken on the roadway.

Mr. Jordan agreed to the necessity for requalifying the quarry and recrushing and restockpiling A.C. aggregates for the remainder of the project, after considerable discussion on the contractor's crushing, stockpiling, A.C. plant operations and State's sampling and testing procedures.

Mutual agreement to the following procedures was made:

1. Existing stockpiles of nonspecification A.C. aggregates will be removed. Mr. Jordan indicated these materials will be used in his commercial work.

2. Mr. Jordan concurred that the detrimental (siltstone) material in the quarry site is readily identifiable and can be sorted out. Agreed he and State representatives will select an area in the quarry, away from seams of detrimental material, from which new aggregates will be produced.

3. A.C. aggregates will be produced and stockpiled for use on this project only. Contractor agreed that a reasonable schedule will be followed in crushing the aggregates in order to minimize the additional engineering costs for testing and inspection. Thirty (30) working days was considered to be ample time for crushing the amount of new aggregates needed to complete the project.

4. It was agreed the current guidelines of acceptance and rejection of materials will be strictly enforced. Check samples will frequently be sent to the Salem Lab for sodium sulfate loss and other durability tests to insure the durability of aggregates being produced.

Mr. Jordan requested some payment for the A.C. mix placed to date and felt the State was "on thin ice" contractually unless we did pay part of the money owed. He was informed it would take some time to evaluate the mix placed to date but we would notify him of our decision as soon as possible. We could not guarantee a decision by the time the February estimate was prepared.

After Mr. Jordan had left, the meeting was continued with only OSHD personnel present. At that time consideration was given to pay 50 percent of the bid price for the Class "B" mix placed to date, until a determination of its value was made.

The decision was made to have Vern Shull draft a letter to the contractor notifying him that due to his "good faith efforts", we will pay 50 percent of the bid price on the February estimate for mix placed to date with the understanding such payment does not represent the value of the mix and that an adjustment either up or down will be made after a final evaluation of the mix has been made.

MDG:fr

cc: H. S. Coulter
Alfred Shirley
Vern Shull
Curt Duval
John Jenkins
Jack Sollis

8654

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

Roseburg, Oregon
Jan. 3, 1979

Engineering Costs-Rock Production
N. Oakland Int. - Sutherlin Int.
Pacific Highway
Douglas County
Contract No. 8654

S.D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

Prior to commencing crushing aggregates for this project I was requested to accept 1"-0 materials already crushed and tested by Douglas County. This was agreed to. I was then requested to do the testing of AC aggregates for Douglas County in return for their previous testing of 1"-0. This was also agreed to. However we used only a small amount of the 1"-0 material and the remainder was sold to other parties.

Of the AC aggregates, tested by our inspectors, a considerable amount was sold to Douglas County, the Forest Service and probably others.

After the above transactions I informed Otis Jordan that our testing costs were all out of proportion to the amount of material we would be using. Otis Jordan agreed verbally to pay our costs for testing materials not used on this project.

As it is not your policy to inform us of quantities of materials sold to others, which have been tested by us, we can only base costs per ton on estimated quantities crushed daily, as furnished by your crushing superintendant.

Our calculations are based on quantities produced and sold as of Nov. 28, 1978.

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Should the stockpiled materials on hand as of this date be sold to others, or not be used on this project for any reason, engineering costs will be calculated and deducted from future estimates.

The amount to be withheld from payments, as of this date is $2,122.83.

Sincerely yours,

Vernon Shull

Vernon Shull
Resident Engineer

cc: C.T. Keasey
Alfred Shirley Jr.
Curt Duval
Otis Jordan

#8654

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Roseburg, Oregon

December 7, 1978

Wasting & Contamination of
1"-0 Aggregate Base
N. Oakland Int.-Sutherlin Int.
Pacific Highway
Douglas County
Contract No. 8654

S.D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

Reference my letter of November 3, 1978 and Otis Jordan's letter of November 5, 1978.

We have now completed calculations and researching for the amount of 1"-0 Aggregate base wasted and contaminated, by your operations.

Where partial contamination occured we cross-sectioned to the depth of contamination.

Where the entire amount was contaminated beyond use and where the entire amount was removed and wasted we show the material Receipt tickets for those areas.

I attach copies of our calculations totaling in the amount of 792.79 tons wasted material.

Sincerely yours,
Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: H.S. Coulter ✓
C.T. Keasey
Alfred Shirley Jr.
Otis Jordan

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STATE HWY ENGR
[illegible] 8 '78
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

Form 81-734-3122

Form 81-734-3040

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET 1 OF 4 SHEETS

WASTED AGG BASE 1"-0
N. OAKLAND - SUTHERLIN INTCH.
Contract No. 8654

Completely Removed STA		Book No.	Material Receipt No	Date	Load No.	Quantity		
NB 1767+50		32	241 888	7-27-78	19	49 420		
			241 889	7-27-78	20	46 820		
			241 890	7-27-78	21	48 000		
			241 891	7-27-78	22	47 300		
			241 892	7-27-78	23	48 240		
			241 893	7-27-78	24	47 880		
			241 894	7-27-78	25	47 320		
			241 895	7-27-78	26	44 400		
			241 896	7-27-78	27	43 500		
			241 897	7-27-78	28	44 740		
			241 901	7-27-78	32	40 200		
			241 904	7-31-78	3	41 440		
			241 905	7-31-78	4	44 020		
			241 906	7-31-78	5	36 980		
NB 1784—						630,260		
NB 1634—		31	241 742	7-20-78	29	43 100		
			241 743	7-20-78	30	42 140		
			241 753	7-20-78	40	44 160		
NB 1638+50			241 754	7-20-78	41	43 960		
						173,360		
					PAGE TOTAL	803,620		

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 2 OF 4 SHEETS

WASTED AGG BASE
No. OAKLAND - SUTHERLIN INTCH.
Contract No 8654

Completely REMOVED STA		Book No	MATERIAL Receipt No	DATE	Load No	Quantity		
SB 1691 —		33	241,987	8-2-78	24	47,340		
			241,988	8-2-78	25	45 580		
			241 989	8-2-78	26	44 880		
			241 990	8-2-78	27	46 120		
			241 991	8-2-78	28	44 600		
SB 1696 —			241 992	8-2-78	29	45,570		
						274,090	lbs	
SB 1616 —		34	242,102	10-30-78		22,540		
			242 103	10-30-78		42 540		
			242 120	10-31-78		47 770		
50% Loss Placed Edge Pavement Perf Pipe And Unfinished Subgrade			242 140	10-31-78		45 880		
			242 142	10-31-78		45 440		
			242 143	10-31-78		46 960		
			242 144	10-31-78		47 590		
			242 186	11-1-78		42 800		
			242 187	11-1-78		50 290		
			242 188	11-1-78		44 850		
			242 189	11-1-78		42 560		
SB 1630 —			242 199	11-2-78		47,800		
		50 % OF	THIS TOTAL		WASTED	527,020		
					=	263,510	lbs	
					PAGE TOTAL	537,600		
					TOTAL	1,341,220		

FORM E-109

Partially Wasted Agg Base

OREGON STATE HIGHWAY DIVISION

EARTH WORK COMPUTATION SHEET

SECTION N. Oakland - Sutherlin HIGHWAY Pacific LINE "L"

PREFIX NO. 610 - 1078 CONTRACT NO. 8654 SHRINK OR SWELL FACTOR

STATION		AREA		VOLUME		ADJUSTED FILL VOLUME	SUMMATION
		CUT	FILL	CUT	FILL		
Rt 1626+50		0.425					
	250			3.94			
Rt 1629 ~		0.425					
Rt 1632 ~		0.175					
	300			1.94			
Rt 1635 ~		0.175					
Rt 1635 ~		0.175					
	650			4.21			
Rt 1641+50		0.175					
Rt 1768+50		3.0					
	700			77.78			
Rt 1775+50		3.0					

PAGE TOTAL	87.87	
SUB TOTAL		

IBM NO.

SP*52559-734

PAGE NO. 3 of 4

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 4 OF 4 SHEETS

WASTED AGG BASE
No OAKLAND - SUTHERLIN INTCH.
Contract No 8654

Total From PAGE No. 2 = 1,341,220 / 2,000 lbs = 670.61 TONS

Total From PAGE No. 3 = 87.87 Cu Yds
loose WEight = 103 lbs/cu ft.
27 Cu. Ft. X 103 lbs = 2,781 lbs/cu.yd.

87.87 CU. YDS X 2,781 lbs/CuYd / 2,000 lbs/TON = 122.18 TONS

TOTAL AGG BASE WASTED 792.79 TONS

FORM 3010 ⓟ 1

OREGON STATE HIGHWAY DIVISION

MATERIAL RECEIPT 242614

CONTRACTOR [illegible] D. SPENCER & SON WEIGH OR LOAD SLIP NO. 1

JOB PREFIX 610-1078 DATE 12- 7- 1978

DRIVER ______ TRUCK NO. ______

PLACED STA Throughout Project SOURCE ______

KIND OF MATERIAL	QUANTITY	UNIT OF MEAS.
Agg Base	1,555,580.00	LBS

MILE HAUL ______ YARD OR TON MILES ______ INSPECTOR

Deduct Ticket

865-

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 4, 1978

FILE: CON 5 #8654

NOTED
H. S. COULTER

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: MEMO TO THE FILE

SUBJECT: Meeting on Potential Claim
N. Oakland Int.-Sutherlin Int.
Contract No. 8654

On Wednesday, November 29, 1978, a meeting was held in the Construction Branch office to review the potential claim submitted by the contractor, S. D. Spencer and Son, in his letter of November 20, 1978. The following persons attended the meeting:

Name	Title	Representing
Otis Jordan	Project Superintendent	S. D. Spencer
C. T. Keasey	Construction Engineer	OSHD
O. B. Jackmond	Const. Adm. Engineer	OSHD
James Gix	Region Const. Engineer	OSHD
Vern Shull	Resident Engineer	OSHD
Curt Duval	Resident Engineer	OSHD
Tom Lowe	Area Engineer	FHWA

RECEIVED
STATE HWY ENGR
DEC - 5 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

The background circumstances leading to this meeting are essentially as follows:

The contract was awarded on December 19, 1977 and calendar workday counts began March 1, 1978. Two completion times were specified for the project. Phase (a), the completion of all work except the top lift of base A.C., the A.C. wearing surface and seal was to be completed before the elapse of 250 calendar workdays. Phase (b), the completion of all work, was to be completed before the elapse of 400 CWD. Time expired on Phase (a) on November 18, 1978, with the work under this Phase approximately 47 percent complete.

The contractor did not diligently pursue Phase (a) work and rapidly fell behind schedule. From August, 1978 to November, 1978, the contractor was repeatedly directed to provide a schedule for the remaining work. A schedule was received from the contractor on November 5, 1978. It was apparent and obvious that the work required to progress to a stage of restoring two lanes of traffic each direction could not be completed until February or March of 1979. This would result in one lane of freeway traffic each direction during the winter months, which the State considered to be intolerable. Therefore, on November 14, 1978, the contractor was ordered, in writing, to restore this freeway section to four lanes of traffic on, or before, December 1, 1978. The contractor responded by letter of November 20, 1978, that to comply with this order would be costly (potentially $354,503.00) and questioned the State's authority to "breach the contract and our constitutional rights". Subsequently, on November 28, 1978, a meeting was held with the contractor in Region 3 office and alternatives were developed to restore 4-lane traffic.

The meeting in the Construction Branch office resulted in an agreement with the contractor to, 1. remove a minor amount of asphaltic concrete pavement which currently constitutes a longitudinal vertical drop-off in the southbound lanes (this will probably require saw cutting, motor grader removal and minor patching), and 2. move the existing temporary concrete barrier to the median area, providing two lanes of traffic in each direction. At this point the contractor will be prohibited from making freeway lane closures during hours of darkness or inclement weather. The contractor agreed to this subject to, 1. being granted a time extension to replace time lost by being prohibited to accomplish bridge related work during the winter "no time count" period, and 2. that he retain the right to present a claim for payment for extra work required to remove the pavement and move the concrete barrier (cost estimated to be between $3,000.00 and $12,000.00).

Under this plan, the contractor estimates that 4-lane traffic will be restored by December 8, 1978. The contractor stated that the lost time from December 8, 1978 to March 1, 1979 (82 calendar days) should be granted as a time extension. The Construction Branch countered that winter work days available and winter work efficiency - even on structure related work - was not equal to normal construction season work and that all 82 days could not be recommended, however the "lost time" would be recognized and an extension of time in the amount of 55 calendar workdays would be recommended provided that 4-lane traffic was restored by December 8, 1978. The Construction Branch further agreed to consider any claim for payment for extra work required to restore 4-lane traffic solely on its own merits when and if presented. The contractor agreed to these conditions.

The contractor also stated that he will request a time extension due to the temporary illumination delays. He was advised that this request has not been received and will receive the normal consideration on the basis of the validity of the request when such request is submitted.

OBJ:fr

cc: H. S. Coulter
Alfred Shirley
Vern Shull
Curt Duval
Tom Lowe
Jack Sollis

#8654

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
Roseburg, Oregon
November 28, 1978

Asphaltic Concrete Pave
N. Oakland Int.-Sutherlin Int.
Pacific Highway
Douglas County
Contract No. 8654

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
NOV 29 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

S.D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

Please be advised that no payment will be made for asphaltic concrete Class "B" mixture producted to date until such time as an evaluation has been made and until such time as a method of payment has been agreed on.

You were handed a copy of our current guidelines, on acceptance of materials, at the prework conference and have been furnished copies at our test results to date.

Following is a breakdown of materials out of specications.

Material Furnished	19,158.3 Tons
Material in Specs	6,207.2 Tons
Material out of Specs-Gradation	9,882.1 Tons
Material out of Specs-Asphalt Content	3,069.0 Tons

The Material listed as out of Spec for asphalt content is subject to further analysis.

In addition to the above there was 4,091 Tons of AC mixture produced and incorporated which included non-qualifying aggregates as represented by Laboratory reports numbers. 78-18658 78-18659 78-18660

Sincerely yours,

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: H.S. Coulter
C.T. Keasey
Alfred Shirley Jr.
Otis Jordan

Form 81-734-3122

#8654

AREA CODES · VANCOUVER [illegible] · PORTLAND [illegible]   EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON
Construction, Trucking and Equipment Rental
4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

NOTED
H. S. COULTER

November ~~20~~ 24, 1978

[illegible] w/ Keasey — who will follow up to be sure any appropriate actions are taken HSC

11/24

Mr. Vernon Shull
Resident Engineer
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

RECEIVED
STATE HWY ENGR
NOV 21 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Re: Contract No. 8654

Dear Mr. Shull:

This is to acknowledge and thank you for yours of November 14, 1978.

What you have ordered us to do by your letter of November 14, 1978 and what you have stated you will not pay is costly. A summary of the anticipated costs are listed below:

I. Actual Direct Costs:

A. Moving barrier from Stage I to allow 4 lane traffic (truck transportation necessary):

9000 L' @ $5.00/L' = $ 45,000

B. Moving barrier from 4 lane traffic to Stage II (truck transportation necessary) $5.00 - $3.50 = $1.50:

9000 L' @ $1.50/L' = 13,500

C. Increase in liquid asphalt (3rd quarter raise in 1979):

2300 Tons @ $10.00/Ton = 23,000

D. Delineators:

210 Each @ $14.50/Ea. = 3,003

E. Removal of signs and replacing same:

1000 Sq. Ft. @ $10.00/Sq. Ft. = 10,000

F. Estimated increase in wages and fringes:

Asphalt items = 6,000
Bridge & Misc. = 4,000

Total Actual Direct Costs $104,503

II. In addition to the above obvious costs are the following resultant estimated costs due to the dramatic "dominae impact" of your change:

A. loss of plant time;
B. 3 months of liquidated damages;
C. delays;
D. acceleration;
E. interruptions;
F. premium time necessity;
G. availability and quality of workmen;
H. loss of efficiency and continuity.

Total estimated costs $250,000

In other words, a potential loss as a result of your order of $354,503.

Frankly, we cannot stand the loss and question your authority to breach the contract and our constitutional rights.

Your only stated reason for ordering this dramatic change is "safety of the traveling public through the remainder of the fall and winter season."

The contract entered into between the O.S.H.D. and Spencer provides the following safeguards while the detour is in effect: temporary illumination, flashing arrows, signing, concrete median barrier and a minimum travel lane of 16' in both northbound and southbound.

The contract entered into between the O.S.H.D. and Spencer states:

> "108.08 Contract Time for Completion of Work - Modifying subsections 108.08 and 108.10, there will be two 'Contract Times' and two daily amounts of liquidated damages as set forth in the lettered paragraphs which follow:
>
> "(a) All work to be done under the contract except the placing of the top lift of the asphalt concrete base course and the asphalt concrete wearing course w/seal shall be completed before the elapse of 250 calendar workdays.
>
> "(b) All work to be done under the contract shall be completed before the elapse of 400 calendar workdays.
>
> "(c) Under (a) above, the daily amount of liquidated damages will be $300. Under (b) above, the daily amount of liquidated damages will be $150. If liquidated damages should become payable concurrently under any combination of (a) and (b) above, the daily amount of liquidated damages will be $300."

Therefore, the remedial action in the contract for not completing the work on time is assessment of liquidated damages not the "out of contract" items you have instructed. At present, you have a time extension request for 3-1/2 months (not able to purchase the specified temporary illumination in timely fashion). The O.S.H.D. has given a time extension for the same cause on the Cottage Grove-Martin Creek contract. In our meeting at Salem, Mr. Jackmond indicated that a time extension would be given favorable consideration. The consideration time for an extension is lengthy (8 months on the Cottage Grove-Martin Creek job). If the time extension were given, the completion date of the 250 calendar workdays would be approximately June 15, 1979.

Let's examine another alternative: If the temporary illumination had been readily available, the detour could have been in effect approximately January 1 to January 15, 1978. Therefore, the detour would have been in effect during the time frame "remainder of the fall and winter season" specified in your letter.

While the safety of the traveling public is the concern of all of us, the inconvenience to the traveling public of a detour should not outweigh our constitutional and contractual rights. If the detour is unsafe in December, the detour is unsafe in August. The detour is safe as designed. The detour at Mt. Nebo was in effect over two year. It was safe. To demand what you are seeking is most unusual and cruel punishment in not only an economic sense but a psychological one. And for what? The possibility we may have a day or so of bad weather and the traveling public would be inconvenienced.

Examine your motivation and please reconsider.

In lieu of the above, we request a meeting with legal representatives for both sides present.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
cc: - Mr. George Spencer
Kobin & Meyer
Mr. Jack Sollis
Mr. H. S. Coulter
Mr. C. T. Keasey
Mr. Alfred Shirley, Jr.

7654

The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

November 21, 1978

HFO-OR
RECEIVED
NOV 21 1978
SR | RPR | RLE
ENV | FAE | RBI | SEC

Oregon Project I-F-5-3(111)137
Pavement Construction
N. Oakland-Sutherlin Section
Douglas County

G. L. Green, Division Administrator

Mr. H. Scott Coultor
State Highway Engineer
Oregon Department of Transportation

As previously discussed with Messrs. Keasey and Jackmond, we are very concerned with the initial production of asphalt pavement material on the subject project. Our recent project review revealed a high percentage of non-specification material being incorporated into the work.

It was our understanding that the new guidelines for acceptance of non-specification materials, if properly administered, would not allow continuous incorporation of non-specification materials. Please make a complete review and evaluation of this situation and advise us of the steps taken to correct this condition on subject project, the decreased life of the non-specification pavement, and actions contemplated to prevent similar occurrences on other work.

Our participation in the non-specification materials incorporated into this project is being withheld pending your complete review and evaluation.

Original Signed By
VERNON V. CUSACK
Program Operation
Engineer

G. L. Green

cc:
✓C. T. Keasey (OSHD)

cc: H.S. Coulter
11-22-78

1 Keasey
2 Jackmond
Hopkins
Williams
Johnson
3 Glenn

RECEIVED
NOV 22 1978
CONSTRUCTION
BRANCH

Richards
Widner
Gebauer
Church

Jim Gix —
~~Jim Wilson~~
Please take all necessary actions to correct this problem and submit report. CT Keasey

Jim Wilson —
Please evaluate the non-spec material incorporated and inform me of your findings. CTK

8654

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
Roseburg, Oregon
November 14, 1978

N. Oakland Int.-Sutherlin Int.
Pacific Highway
Douglas County
Contract No. 8654

S. D. Spencer & Son
4614 N. E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

We now have your schedule of operations for Contract No. 8654, N. Oakland-Sutherlin Project. Our prime concern is now the safety of the traveling public, through this project, for the remainder of the fall and winter season. In keeping with this concern, and considering the original time limit on this project we must direct alterations in your schedule.

Please be informed that we must direct that this section of the Pacific Highway be restored to 4 lanes of traffic, outside of normal working hours, on or before December 1, 1978. Please submit your plans for implementing this change. All work resulting in temporary daytime lane closures only may proceed.

In order to have the project safe through the winter we also direct that temporary delineators be installed as needed, the median barrier be adjusted as called for in the contract, guard rail be installed at Bridge ends and no vertical edges be left on shoulders.

Sincerely Yours
Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: Jack Sollis
H. S. Coulter
C. T. Keasey
Alfred Shirley Jr.
Otis Jordan

RECEIVED
STATE HWY ENGR
NOV 15 '78
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

NOTED
H. S. COULTER

Form 81-734-3122

Tues. (Day of Week) Oct. (Month) 31 (Date), 78

Weather Cool-calm-Ptly Cldy

Most of AM & Part of PM with Vince Tabor FHWA going over Job + to Crusher, hot plant + scales. He does not like signs sitting on ground when they are supposed to be a min. of 1' above. No other adverse comments.

With Otis Jordon running the Job, myself, inspectors, foremen or Supt. do not Know what is going on as plans are changed several times a day and a schedule is beyond his capabilities. V. Shull

BEARNIE CORP LEFT ~~400'~~ OF ABRUBT EDGE @ 1625 — LT BECAUSE HE did NOT HAVE ENOUGH DRAIN ROCK OR TIME TO INSTALL IT. THIS leaves 3.5' VERTICLE AT PAVEMENT edge. He placed BARRELS along TRENCH. THIS HAS HAPPEND 2 NIGHTS IN A ROW. WILL SHUT DOWN EXC. ~~HAT~~ tomorrow IF NOT ENOUGH MEN AND MATERIAL TO COMPLETE WORK

INSTALLED 5" DRAIN PIPE ALONG RUNS 37 FROM ℄ N.B - STA 16~~17~~+34 - 1622+74

(Signature)

Wed (Day of Week) Nov. 1 (Month) 1 (Date), 1978

Weather Cool-calm-Ptly Foggy

To crusher and found, as reported by plant inspector, that soft rock had been crushed and put into stockpiles and also incorporated into Class "B" AC Mix. Told foreman to remove from stockpiles. Later caught them feeding it into Hot plant. Shut hot plant down and again talked with foreman. Told him to remove all soft rock from stockpiles and in the meantime to feed hot plant from other end of piles. Also wrote a statement for him to sign agreeing to a penalty if a sample of aggregates failed Sodium sulfate test in Salem Lab. Material to represent 4,091 tons of AC Mix. He signed and I allowed the Hot plant to resume production. V. Shull

INSTALLED 5" DRAIN PIPE N.B STA 1622+76 — 1630+52

HAD JACK BROWN REFINISH SUBGRADE @ 1700 — LT APPROX ~~350~~ 350' WAS NOT BUILT ACCORDING TO STAKES AND DIDN'T HAVE ENOUGH SUPER. THIS IS AN AREA THAT GETS SHLD WIDENING. FLASHING ARROW WENT OUT TWICE TO DAY HAVE TOLD SEVERAL SUPERVISORS INCLUDING OTIS JORDAN TO RUN ONE SEQUENTIAL ARROWS ON BATTERYS OR A PIECE OF EQUIPMENT UNTIL REPAIRS ARE MADE.

(Signature)

8654

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Roseburg, Oregon
November 3, 1978

Wasting & Contamination of
1"-0 Aggregate Base
N. Oakland Int.-Sutherlin Int.
Pacific Highway
Douglas County
Contract No. 8654

S.D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

Your indiscriminate wasting and contamination of previously placed 1"-0 Aggregate Base is to be discontinued immediatly. Also placing of 1"-0 Aggregate Base following perf pipe installation at the pavement edge is to be done without wasting or contaminating the aggregates.

A deduction will be made for all Aggregate Base placed and paid which you have wasted or contaminated to date or in the future.

Sincerely yours,

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: H.S. Coulter
C.T. Keasey
Alfred Shirley Jr.
Otis Jordan
Jack Brown

RECEIVED
STATE HWY ENGR
NOV 6 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

Form 81-734-3122

8654

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
Roseburg, Oregon
Oct. 6, 1978

RECEIVED
STATE HWY ENGR
OCT 09 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

N. Oakland-Sutherlin Section
Pacific Highway
Douglas County
Contract No. 8654

S. D. Spencer & Son
4614 N. E. 72nd Ave
Vancouver, Wash. 98661

Gentlemen:

Reference Otis Jordan's letter of Oct. 4, 1978. I received this letter in todays mail.

As to the seeding and mulching, I have as yet been unable to determine the acres which will be prepared. Your Project Supt. apparently has no control what-so-ever over men and equipment available for any particular work. Consequently I receive promises, of work to be done, which he cannot fulfill and with such erratic attempts to maintain a non-existent schedule I am completely in the dark. I find it impossible to estimate quantities which you will have prepared, under these circumstances.

Mr. Heard, your subcontractor for seeding & mulching, was in my office and over the project with me on Oct. 5. Mr. Heard stated he contacted Mr. Jordan approximately the first of Sept. about commencing work but was told that nothing was ready. In my letter of Aug. 23, I directed you to commence seeding & Mulching by Sept. 18, 1978. There was several acres prepared at that time so Mr. Jordan obviously made a false statement to Mr. Heard. Mr. Heard further stated that he was contacted on Oct. 3 and told to commence work on Oct. 6. Mr. Heard explained to me that he could not obtain the necessary materials on such short notice but would try to commence work on Oct. 9.

As to the comprehensive work schedule, if you will recall at the meeting in Mr. Keasey's office, you stated I would have your schedule the following Monday. As you know I am still waiting for it.

AS to working closely with you in order to get the work done, I have been vainly trying since early August when you moved most of your men and equipment off the project, with no notice, in violating of your Contract, Subsection 105.05.

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley Jr.
Curt Duval
Otis Jordan

Sincerely Yours
Vernon E. Shull
Vernon E. Shull
Resident Engineer

Form 81-734-3122

8654

S. D. SPENCER & SON
Construction, Trucking and Equipment Rental
4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

October 4, 1978

RECEIVED
STATE HWY ENGR
OCT 06 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

Mr. Vernon Shull
Resident Engineer
O.S.H.D.
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: Contract No. 8654

Dear Mr. Shull:

This is to acknowledge and thank you for yours of September 29, 1978.

We have been and are working on a comprehensive work schedule and should have it to you shortly. We can tell you this that we expect to be on your job in mass to finish the grading, paving, etc. on October 16, 1978 and we plan to accelerate the project as of that date. I personally will be there along with Mr. Brown and others. You might check with Mr. Greene concerning this but during the last two months our acceleration on Mr. Greene's project required a great deal of staking and decision making. Therefore, it will be necessary for us to work closely in order to get done what we both desire to accomplish.

As to the seeding and mulching, if you will recall at the meeting in Mr. Keasey's office, we asked you the number of seeding and mulching acres you had and you were going to call and advise us of the same. Not having heard anything, we finally called you and have subsequently notified you by phone that our seeding and mulching subcontractor will be there on Friday, October 6.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj

cc: Mr. H. S. Coulter
Mr. C. T. Keasey
Mr. Alfred Shirley Jr.
Mr. Curt Duval
Vancouver
Sutherlin
Roseburg

8654 9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Roseburg, Oregon
September 29, 1978

NO[illegible]
H. S. C[illegible]

Lack of Schedule
Lack of work prosecution
N. Oakland Int- Sutherlin Int.
Pacific Highway
Contract No. 8654

S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, WA. 98661

Gentlemen:

Reference my letters of August 23, 1978 and September 8, 1978. Also reference our meeting in C. T. Keaseys office on September 21, 1978. Each time you have been directed to submit a comprehensive work schedule, however I have received nothing to date.

Also in both letters, I directed you to commence seeding and mulching by September 18, 1978. Mr. Keasey explained to you that you are not to ignore directions from the Resident Engineer and that it was nessary to get the seeding and mulching work done. As of this date I have not been advised as to when and if you intend to comply.

This is my third written direction to you to furnish a comprehensive work schedule and to promptly commence the seeding and mulching work.

Sincerely yours,
Vernon E. Shull
Vernon E. Shull
Resident Engineer

RECEIVED
STATE HWY ENGR
OCT 2'78
REFER TO
FOR
Info Inves R&D D-R Sign Act File

cc: H.S. Coulter
C.T. Keasey
Alfred Shirley Jr.
Curt Duval
Otis Jordan
B.E. Corpe

Form 81-734-3122

8654

M 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon
Sept. 22, 1978

V. E. Shull

FROM: V. E. Shull

SUBJECT: State Highway & Contractor Meeting
N. Oakland-Sutherlin Int.
Pacific Highway
Douglas County
Contract No. 8654

TO: Memo to File

A meeting was held Sept. 21, 1978 in C. T. Keasey's office attended by: C. T. Keasey, O. B. Jackmond, Alfred Shirley Jr., Jim Gix, Curt Duval and V. E. Shull representing O. S. H. D. George Spencer, Ted Isto, Jack Brown and Otis Jordan representing the Contractor.

This meeting was held primarily to discuss the lack of Contractor scheduling, lack of Contractor progress and safety for the traveling public during the winter season.

Mr. Keasey and Mr. Jackmond explained very thoroughly the Contractors responsibility to provide a comprehensive schedule plus updating as required so it would be meaningful and usable.

C. Duval and V. Shull presented short historys, of the project to date, showing dates work commenced on various items plus the percent completed to date.

Mr. Keasey explained the Resident Engineer responsibilities and authority to the contractor personnel.

Considerable discussion was given to withholding payments for lack of certifications, payrolls and other required paperwork. The Prime Contractors responsibility regarding Subcontractors was XXXXIX explained.

The contractor received a full explaination of why a Price Agreement is required for substitution of Materials, particularily sheet piling.

Considerable discussion was given to Sta ge Construction work and its affect on the traveling public. The narrow one lane traffic situations are very undesirable during any ice or snow conditions. The contractor insisted that the Highway instruct them as to what would have to be done during the winter months. Mr. Keasey and Mr. Jackmond insisted the Contractor furnish a schedule plus a plan for controling traffic. Mr. Keasey and Mr. Jackmond prevailed with instructions for the Contractor to furnish a schedule as soon as possible. The Contractor personnel stated they would furnish a comprehensive schedule as of Sept. 25, 1978.

cc: C. T. Keasey
Alfred Shirley Jr.
Curt Duval
File

Report History N. Oakland -Sutherlin

Contract awarded December 19, 1977

Culvert work commenced April 12, 1978 84% complete

Grading commenced May 9, 1978 92% complete work. Suddenly stopped August 7, 1978 with no notice. Cut slopes partially finished. Fill slopes partially finished on "FR", "S", and "N" lines. Shoulders very poor condition.

Storm sewer commenced June 14, 1978
12" = 69% complete 15" = 93% complete

Perf pipe commenced July 12, 1978
6" = 65% complete 8" = 36% complete

Manholes 100% complete

Catch basins 23% complete

Junction boxes, check dams & loose Riprap 0% complete

Illumination completed July 7, 1978

Traffic on stage I detour July 24, 1978

Traffic on frontage road detour August 16, 1978

August 15, 1978 Meet in Bud Shirley's office with Bud Shirley, Jim Gix, Curt Duval, Otis Jordan and myself. I stated that bridge work and paving could not be done this season as specified in contract. Otis Jordan assured Bud Shirley it would be done.

August 23, 1978 I wrote letter regarding items needing attention, requested work schedule and directed that seeding and mulching commence by September 18, 1978. No response.

September 8, 1978 I wrote letter again requesting work schedule, again directing that seeding and mulching commence September 18, 1978, and problems being created by lack of job prosecution. No response.

September 18, 1978 No seeding & mulching, only backhoe capable ~~at~~ of digging trenchs for longitudinal perf pipe removed from project. Work at virtual stand still.

Some of winter problems anticipated due to lack of work prosecution.

No guardrail on portions of freeway.

Guide posts throughout project.

Guide posts and Manning Road structure guardrail on Frontage Road detour. Traffic should have been on Green Valley road prior to end of season.

Freeway shoulders in terrible condition.

Seeding & Mulching not completed.

Remove and replace concrete Barrier.

Maintaining AC pavement.

Slide correction.

What to do with bridge decks?

Replace signs removed by contractor.

Drainage incomplete, water trapped in places, ditch erosion in places.

Slide potential due to lack of stabilization at toe of cuts at perf pipe installation areas.

8654

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Roseburg, Oregon
September 8, 1978

RECEIVED
STATE HWY ENGR
SEP 11 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Lack of schedule
Lack of work prosecution
N. Oakland Int-Sutherlin Int
Pacific Highway
Contract No. 8654

S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, WA. 98661

NOTED
H.S. COULTER

Gentlemen:

Reference my letter of August 23, 1978. I directed you to submit a comprehensive schedule and have received none to date.

No effort has been made to prepare for seeding and mulching. Rather than preparation some of the previously prepared areas have been messed up by your equipment and will require redressing.

In accordance with the contract provisions all work excepting the final lift's of paving was to be completed by approximately November 17, 1978. Your present rate of progress makes doubtful if even stage I of the structure work will be completed by that time.

The recent rains plus your complete lack of work prosecution is rapidly leading us into problems concerning traffic safety, erosion control and considerable additional expense.

Form 81-734-3122

Once again I direct you to promptly submit a comprehensive work schedule including completion of the stage I, II and III work on the structures, rerouting traffic on the Green Valley Road and completion of the first lift of AC paving.

As stated in my letter of August 23, 1978. The seeding and mulching should commence by September 18, 1978 and I direct you to so advise your subcontractor.

Sincerely yours,

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley Jr.
Curt Duval
Otis Jordan
B. E. Corpe

DAVE FROHNMAYER
ATTORNEY GENERAL

8654

L.

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

March 22, 1982

O. B. Jackmond
Contracts Administration Engineer
504 Executive House
325 - 13th Street N.E.
Salem, Oregon 97310

Re: S. D. Spencer and Son, Inc. v. State (DOT)
Marion County No. 132-700
Contract No. 8654

Dear Bryant:

I forward herewith a copy of the Complaint filed by Dan Seifer on behalf of S. D. Spencer. The Complaint seeks $700,000 plus as we anticipated. The case involves the North Oakland Interchange - Sutherlin Interchange job. As you know, the defense of this case will involve a substantial defense effort. Tim Wood and I will handle the file on behalf of the Department of Justice.

Please send out a notice to all division, sections and sub-sections of the division to preserve all records in any way relating to of affecting this project. We will arrange with you a meeting to discuss this case.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

RECEIVED
STATE HWY ENGR
MAR 24 '82
REFER TO
FOR
Info ☒ Inves. R/D D/R Sign

LBH:mj
cc: H. S. Coulter
C. T. Keasey
Alfred Shirley
Jim Gix
Jack Sollis

Served 3/19/82
4:10 Bonnie
Hathaway

In the CIRCUIT Court of the State of Oregon

for the County of MARION

S. D. SPENCER & SON, INC., a corporation,

Plaintiff

vs.

STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division,

Defendant

No. 132700

SUMMONS

To DAVE FROHNMAYER, Attorney General, State Office Building, Salem, Oregon

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

KOBIN & MEYER, P.C.

By /s/ Daniel J. Seifer
SIGNATURE OF OREGON RESIDENT ATTORNEY

Daniel J. Seifer (69156)
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of MULTNOMAH } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

ATTORNEY(S) FOR PLAINTIFF(S)

KOBIN & MEYER
ATTORNEYS FOR PLAINTIFF
Suite 800 - 610 S. W. Alder St.
Portland, Oregon 97205
Telephone 223-1107

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

PROOF OF SERVICE

STATE OF .... }
County of .... } ss.

I hereby certify that I made service of the foregoing summons upon the individuals and other legal entities to be served, named below, by delivering or leaving true copies of said summons and the complaint mentioned therein, certified to be such by the attorney for the plaintiff, as follows:

Personal Service Upon Individual(s)

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on*......................., *19*......., *at*............*o'clock* .....*M.*

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on*......................., *19*......., *at*............*o'clock* .....*M.*

Substituted Service Upon Individual(s)**

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ...., *to* ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19*......., *at*............*o'clock* .....*M.*

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ...., *to* ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19*......., *at*............*o'clock* .....*M.*

Office Service Upon Individual(s)**

Upon ...., *at the office which he/she maintains for the conduct of business at* ...., *by leaving such true copy with* ...., *the person who is apparently in charge, on* ...., *19*......., *during normal working hours, at to-wit:* ....*o'clock,* .....*M.*

Service on Corporations, Limited Partnerships or Unincorporated Associations Subject to Suit Under a Common Name

Upon ...., *by*
(NAME OF CORPORATION, LIMITED PARTNERSHIP, ETC.)

(a) delivering such true copy, personally and in person, to .... *who is a/the* *............................... *thereof; OR*

(b) leaving such true copy with ...., *the person who is apparently in charge of the office of* ...., *who is a/the* *............................... *thereof;*

*Specify registered agent, officer (by title), director, general partner, managing agent.

at ...., *on*......................., *19*......., *at*............*o'clock* .....*M.*

DATED..., *19*.........

....
SHERIFF

By...
DEPUTY

I further certify that I am a competent person 18 years of age or older and a resident of the state of service or the State of Oregon, and that I am not a party to nor an officer, director or employee of, nor attorney for any party, corporate or otherwise; that the person, firm or corporation served by me is the identical person, firm or corporation named in the action.
DATED..., *19*........

....
SIGNATURE

....
TYPE OR PRINT NAME

The signature line on the left should be used only by a sheriff or deputy of a county in Oregon; all other servers complete certificate on the right.

The Proof of Service above contains most, but not all, of the methods of service. For example, this form does not include proof of service on a minor or incompetent person. See ORCP 7D. (2) and 7 D. (3) for complete service methods on particular parties.

*** Where substituted or office service is used, the plaintiff, as soon as reasonably possible, shall cause to be mailed a true copy of the summons and complaint to the defendant at the defendant's dwelling house or usual place of abode, together with a statement of the time, date and place at which such service was made. Use SN Form No. 1149 or equivalent.*

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

S. D. SPENCER & SON, INC.,
a corporation,

Plaintiff,

v.

STATE OF OREGON, acting by and
through its Transportation
Commission, Department of Transportation, Highway Division,

Defendant.

Certified a true and correct
copy of the original.

No. 132 700

COMPLAINT

(Breach of Contract)

Plaintiff alleges:

FIRST CLAIM

I

Plaintiff is a corporation duly organized and existing under the laws of the State of Washington, and is duly licensed and authorized to transact business within the State of Oregon. Plaintiff is the successor in interest to George Spencer, doing business as S. D. Spencer & Son (jointly herein "Spencer").

II

Oregon Transportation Commission is an agency of the State of Oregon, and action against this agency is authorized by ORS 30.320.

III

In about late 1977, defendant advertised for sealed bids for the construction and reconstruction of a section of Interstate 5 known as the North Oakland Interchange to Sutherlin Interchange Section of Pacific Highway (I-5) in Douglas County, Oregon (herein "the Project"). The Project consisted of grading, paving, drainage, structures, illumination, signing and related work in accordance with detailed plans and specifications prepared by defendant and furnished to bidders. The bidding documents consisted, amongst other things, of the notice inviting bids, a bid proposal form, the standard specifications for highway construction, 1974 (red book), Supplemental Provisions and Supplemental Specifications for Highway Construction, and Plans.

IV

Spencer submitted the low, responsive, responsible bid to defendant's invitation and related documents. Pursuant thereto, on about December 19, 1977, defendant awarded Spencer, and defendant and Spencer entered into, a contract in writing for construction of the Project, being OSHD Contract No. 8654 (herein "the Contract"), which Contract included the bidding documents above described.

V

Spencer has performed all the obligations on its part to be performed under the Contract, and the work under the Contract has been fully completed and has been accepted by defendant.

VI

Despite demand, defendant has refused, and continues to refuse, to pay to plaintiff the remaining balance of the Contract price, in the amount of $356,343.45, or any part thereof, and defendant is indebted to plaintiff therefor in the sum of $356,343.45, together with interest thereon as provided by law at the rate of one and one-half percent per month from September 18, 1979 until paid.

SECOND CLAIM

VII

Plaintiff realleges the allegations of its First Claim, above.

VIII

The Contract provided, amongst other things, that the Project be constructed in a certain sequence of work activities and arrangements for the traffic of the traveling public on I-5, known as "stages." The Contract further provided, amongst other things, that defendant could make changes and alterations in the plans and details of construction during the course of construction, and that defendant would make payment to Spencer for the reasonable value of labor, materials, supplies, equipment, overhead and profit incurred by Spencer in performing such changes and alterations. The Contract further impliedly warranted that defendant would not hinder, prevent or delay performance of the work by Spencer.

IX

In about November, 1978, and thereafter, defendant changed and altered the work required under the Contract, particularly concerning the staging of the work, and required and directed that Spencer perform additional work and that Spencer delay other work for construction of the Project. Spencer thereupon performed the additional work and delayed other work required for construction of the Project, and, at the special instance and request of defendant, furnished labor, materials, equipment, supplies and overhead in the reasonable and agreed value of $354,503.00.

X

Despite demand, defendant has made no payment to Spencer for the additional work or the delay to other work, and is indebted to plaintiff therefor in the sum of $354,503.00, together with interest thereon as provided by law at the rate of one and one-half percent per month from March 1, 1978 until paid.

WHEREFORE, plaintiff demands judgment against defendant in the sum of $356,343.45 together with interest thereon at the rate of one and one-half percent per month from September 18, 1978 until paid; for the further sum of $354,503.00 together with interest thereon at the rate of one and one-half percent per month from March 1, 1978 until paid; and for its costs and disbursements incurred herein.

KOBIN & MEYER, P.C.

By DANIEL J. SEIFER

Daniel J. Seifer (69156)
TRIAL ATTORNEY

Attorneys for Plaintiff

8654 3 22-82 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-F-5-3(111)137

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 80039

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-11-82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
N. OAKLAND INTERCHANGE - SUTHERLIN INTERCHANGE

11. GENERAL DESCRIPTION OF WORK
Contractors Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's March 15, 1982 letter, this will confirm the advance approval date of March 11, 1982 as date of Notice for Contractor's Claim, and you are authorized to proceed with the necessary work as defined by FHPM 1-4-2.4 at a TEC of $18,000; Federal Funds $16,603. Reimbursement will be in accordance with FHPM 1-4-2.4, paragraph 4.

(SFO #7).

14. DATE 3-22-82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

8654

MEDFORD
773 6241
(503) 673 5521

O SIMS, CHAIRMAN OF BOARD
WM H. SIMS, PRESIDENT
W D. MATTSON, PRESIDENT
JAMES P. SHOEMAKER, VICE PRESIDENT

SIMS
ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC ADMINISTRATIVE OFFICE
480 N.E. OAKLAND AVE. - P. O. BOX 1245
ROSEBURG, OREGON 97470
(503) 673 5525

March 4, 1982

Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Ron Busey, Resident Engineer

Re: Oregon State Highway Contract #8654 N. Oakland-Sutherlin Int.
S. D. Spencer & Son, Prime Contractor

Dear Mr. Busey:

Enclosed is a copy of a claim filed by our company, November,1980, on the above referenced State Highway job.

As you are aware, the account has not been settled, so to keep posted on our position we would like to know the extent of the outstanding claims of the Prime Contractor against the State. First is the liquidated damages--60 days at $300 per day or $18,000, and second what is the extent and nature of any other claims the Prime Contractor has outstanding against the State.

We would appreciate your advising us of the current status on this job.

Very truly yours,

SIMS ELECTRIC, INC.

Shirley A. Thompson

Shirley A. Thompson

Please reply to:
SIMS ELECTRIC ADMINISTRATIVE OF
P. O. Box 1245
Roseburg, Oregon 97470
Tel # 673-5525

ST
Enc:1

RECEIVED
[illegible]

RECEIVED
MAR 3 1982
OFFICE OF RESIDENT ENGINEER
R. V. BUSEY
RE ☑ ASST ☐ OE ☐ FILE ☐ INSP ☐

ORD
73 6241
03) 673 5521

SIMS
ELECTRIC INC

PLEASE REPLY TO
SIMS ELECTRIC, INC
P O BOX 1245 · 721 S E OAK AVE
ROSEBURG, OREGON 97470

RAY O. SIMS, CHAIRMAN OF BOARD
WM. H. SIMS, PRESIDENT
W D MATTSON, PRESIDENT
GLENN B CLUTE, SECRETARY
JAMES P. SHOEMAKER, VICE PRESIDENT

Secretary
Oregon State Highway Division
State Highway Building
Salem, Oregon 97301

St. Paul Fire & Marine Insurance
9725 3rd N.E.
Seattle, Washington 98111

Robert W. Lagler
K L & K Associates Inc.
Lloyd 500 Building
Portland, Oregon 97232

Re: Notice of Claim - ORS 279.526 - Douglas County
Contract no. 8654; N. Oakland, - Sutherlin: Work completed 2/22/80

To Whom It May Concern;

Notice is hereby given that the undersigned Sims Electric, Inc. has a claim for labor performed and materials furnished by Sims Electric, Inc. in performance of its electric subcontract with S. D. Spencer and Son upon the above Oregon State Highway Division contract. This claim is in the sum of $7,332.22 with late charges at 2% per month from March 26, 1980. This claim is made against the bond taken from St. Paul Fire and Marine for the work of S. D. Spencer and Son upon the above OSDH contract no. 8654.

This Notice of Claim is made pursuant to ORS 279.526 and is preliminary to action pursuant to ORS 279.536, et seq.

SIMS ELECTRIC, INC.

Ray O. Sims

c/c Eldon F. Caley

RECEIVED

Exhibit "A"

8654

L

March 30, 1981

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah, Suite 700
Portland, OR 97232

CON 5
#8654

Gentlemen:

On March 23, 1981, we wrote to you concerning release of final payment on Contract No. 8654 awarded to S. D. Spencer & Son for work on the North Oakland Interchange-Sutherlin Interchange Section of the Pacific Highway in Douglas County.

Final payment on this contract is $16,790.97 and the total contract amount is $3,343,589.12, including $119,475.65 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: S. D. Spencer & Son
4614 N.W. 72nd Avenue
Vancouver, WA 98668

bc: C. T. Keasey
Walt Hart
Alfred Shirley

8654 5490

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 12 1980
NORMA PAULUS
SECRETARY OF STATE

November 10, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#8654

Sims Electric Inc.
P. O. Box 1245
Roseburg, OR 97470

Attention: Ray O. Sims

FILED
NOV 12 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge your Notice of Claim received in this office on November 6, 1980, for labor and materials in the amount of $7,332.22 with late charges at 2% per month from March 26, 1980, against the subcontractor with S. D. Spencer & Son.

The claim states this is in reference to the S. D. Spencer & Son Contract No. 8654 for work on the North Oakland Interchange-Sutherlin Interchange Section of the Pacific Highway in Douglas County.

We will send your Notice of Claim to the Secretary of State for official filing. We will send identical copies to the surety and the prime contractor.

Please notify this office when your claim has been settled.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
13
DEPARTMENT OF TRANSPORTATION

dmc

cc: S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98668

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah, Suite 700
Portland, OR 97232

Noted on card
11-14-80 dmc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC.

PLEASE REPLY TO:
SIMS ELECTRIC, INC.
P.O. BOX 1245 - 721 S.E. OAK AVE.
ROSEBURG, OREGON 97470

RAY O. SIMS, CHAIRMAN OF BOARD
WM. H. SIMS, PRESIDENT
W.D. MATTSON, PRESIDENT
GLENN B. CLUTE, SECRETARY
JAMES P. SHOEMAKER, VICE PRESIDENT

→ Secretary
Oregon State Highway Division
State Highway Building
Salem, Oregon 97301

St. Paul Fire & Marine Insurance
9725 3rd N.E.
Seattle, Washington 98111

Robert W. Lagler
K L & K Associates Inc.
Lloyd 500 Building
Portland, Oregon 97232

Re: Notice of Claim - ORS 279.526 - Douglas County
Contract no. 8654; N. Oakland, - Sutherlin: Work completed 2/22/80

To Whom It May Concern;

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This Notice of Claim is made pursuant to ORS 279.526 and is preliminary to action pursuant to ORS 279.536, et seq.

SIMS ELECTRIC, INC.

Ray O. Sims

c/c Eldon F. Caley

RECEIVED
NOV 6 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8654

1-5

Al Vohland
Assistant Resident Engineer

October 14, 1980

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

N. Oakland Interchange-
Sutherlin Interchange Section
Pacific Highway
Douglas County

The as constructed narrative report for the project indicates most of the problems that occurred were due to the contractor's performance.

This was a rather complicated projects, as I recall, having much stage construction involved with structure widenings and replacement and drainage installations both transverse and parallel to the roadway. It certainly didn't help the situation having an uncoordinated contractor.

It was good to know the stage construction traffic plan was satisfactory. We had put quite a bit of effort into working out a method of handling traffic that we felt would be safe.

The concrete check dams are a new tool for us. They seem to be giving good results on the few projects we have used them on. I was pleased to note your favorable experience with them.

FE:ab
cc: Alfred Shirley

8654

Form FHWA 121 (1/80)

p

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-F-5-3(111)137
N. Oakland Interchange-Sutherlin Interchange
Douglas County
(Your ROW 18-4 dtd 8-28-80)

Date: September 16, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.8-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Swan's request of August 28, 1980, for Federal-aid participation in a utility adjustment for Pacific Northwest Bell June 3, 1978 is denied based on the Utility Status Report dated November 10, 1977 submitted for PS&E approval as well as the untimely submittal for consideration.

G. K. Hassner
for G. L. Green

cc:
OSHD (D E Swan, Prog Mgmt)

RECEIVED
STATE HWY ENGR
SEP 23 '80
REFER TO
FOR

Info	Inves	[illegible]	[illegible]	Sign	Act	File

#8654 files

AREA CODES · VANCOUVER 206, PORTLAND 503 EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON CO.

Construction, Trucking and Equipment Rental

P.O. Box 1807

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232

VANCOUVER, WASHINGTON 98668

September 8, 1980

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Claim of Farwest Steel Co.
in the amount of $20,217.61
vs S. D. Spencer & Son Co.
Contract # 8654

Gentlemen,

Receipt is hereby acknowledged for the claim of Farwest Steel as referenced.

S. D. Spencer & Son has a counter claim against Far West Steel Co. far in excess of what is owed. Negotiations have broke down and we expect litigation to be the only solution to this problem.

Sincerely,

Otis Jordan

Otis P. Jordan
S. D. SPENCER & SON CO.

OPJ:hak

cc: Mel Beck
St. Paul Fire & Marine Ins. Co.

no reply necessary

RECEIVED
SEP 9 - 1980
COMM[illegible] [illegible]VICES
DEPARTMENT OF TRANSPORTATION

8654

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.: ROW 18-4

August 28, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E.
Suite 100
Salem, OR 97301

Telephone Facility Relocation
Pacific Northwest Bell Telephone Company
N. Oakland Interchange-Southerlin Interchange Section
Pacific Highway
Douglas County
Project No. I-F-5-3(111)137

Dear Mr. Green:

Here is a copy of a lump sum estimate of cost to adjust Pacific Northwest Bell Telephone Company's facilities dated June 27, 1978, and a sketch showing their proposed relocation. The estimate was not submitted through the Railroad and Utility Unit office for FHWA approval at the time it was received by the Region office. An Order for State Force Work No. 2 was prepared and approved based on Pacific Northwest Bell's estimate. A copy of the SFO is attached.

A certification prepared by John Christopherson as to Pacific Northwest Bell's right in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated June 1, 1978 is attached.

An appropriate permit for the utility's proposed relocation has been issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There is betterment derived from the adjustment of Pacific Northwest Bell's facilities.

Your approval of the lump sum agreement, as evidenced above, and authorization for federal participation in the cost of the work under the provisions of PPM 30-4 and 30-4.1 is requested. Cost to the State is $2,792.25.

Yours truly,

D E Swan
D. E. Swan
Operations Programming Engineer

RECEIVED
TECHNICAL SERVICES
AUG 2 '80
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File ✓

JMC:csr
Attch.
cc: E. S. Hunter
Jack M. Cartwright

Form 734-3122

8654 5468-

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
AUG 2 7 1980
NORMA PAULUS
SECRETARY OF STATE

August 26, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#8654

Mr. Melvin J. Beck
Butler, Husk, Gleaves & Swearingen
Law Offices
975 Oak Street, Eighth Floor
Eugene, OR 97401

FILED
AUG 27 1980
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Beck:

This letter acknowledges receipt of your letter of August 13 with attached Notice of Claim on behalf of Farwest Rebar Company indicating that S. D. Spencer and Son Co., owes them for furnishing and erecting reinforced steel bar in the amount of $20,217.61 plus finance charges.

The claim states this is in reference to the S. D. Spencer and Son Co., Contract No. 8654, for work on the North Oakland Interchange-Sutherlin Interchange Section of the Pacific Highway in Douglas County.

This letter and your claim will be sent to the Secretary of State's office for filing. Copies will also be sent to the prime contractor and the surety.

Please notify this office when your client's claim has been settled.

Sincerely,

R W Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 2 8 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

dmc

cc: S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98668

St. Paul Fire and Marine Insurance Co.
500 N.E. Multnomah, Suite 700
Portland, OR 97232

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

[illegible]
[illegible]

BUTLER, HUSK, GLEAVES & SWEARINGEN
Law Offices
Eighth Floor 975 Oak Street
Eugene, Oregon 97401

Telephone
(503) 686-8833

Correspondence
P. O. Box 1147
Eugene, Oregon 97440

Edward A. Butler
Ronald W. Husk
Vernon D. Gleaves
Arlen C. Swearingen
Eric L. Larsen
Stanolee G. Potter
Thomas M. Allen
John F. Rodda
Michael E. Farthing
Melvin J. Beck
Stephen D. Lane
William S. Wiley
Thomas J. Peterson
Martha J. Rodman
Gary G. Williams
Thomas B. Russell
J. Lee Lashway

August 13, 1980

CERTIFIED MAIL -- RRR

Clerk or Auditor
State of Oregon
Transportation Commission
c/o Department of Transportation
Transportation Building
Salem, OR 97310
ATTN: Mr. Robert W. Gormsen,
Manager Commission Services

Re: Farwest Rebar Co.'s claim on Contractor's Bond concerning Oakland-Sutherlin Interchange project (Oregon State Highway Contract No. 8654)

Gentlemen:

The enclosed Notice is hereby presented for filing in accordance with ORS 279.528.

Very truly yours,

MELVIN J. BECK

MJB/hlr

Enclosures

RECEIVED
AUG 25 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: State of Oregon by and through
its Transportation Commission
c/o Robert W. Gormsen, Manager
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED, FARWEST REBAR CO., AN OREGON CORPORATION,

HAS A CLAIM FOR: the sum of money due it for the furnishing of reinforcing steel bar and for labor performed in connection with the erection and placing of such steel bar, all such materials and all such labor being furnished and performed by Farwest Rebar Co.

IN THS SUM OF: Twenty Thousand Two Hundred Seventeen and 61/100 Dollars ($20,217.61) plus finance charges,

AGAINST THE BOND TAKEN FROM: George D. Spencer, doing business under the firm name and style of S. D. Spencer & Son Co., as principal

AND: St. Paul Fire and Marine Insurance Company, as surety,

FOR ITS WORK ON: the Oakland-Sutherlin Interchange project (State Highway Contract No. 8654).

August 20, 1980

FARWEST REBAR CO., an
Oregon corporation

By
C. W. Cooley
Treasurer and Assistant Secretary
2000 Henderson Avenue
P.O. Box 889
Eugene, OR 97440

RECEIVED
AUG 25 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM [illegible] 8654

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

L

SECTION: N. Oakland-Sutherlin Inte
WEEK ENDING: July 12, 1980
SECTION PREFIX: 67[illegible]-1078-900
HIGHWAY: Pacific
COUNTY: Douglas
NAME OF JOB: N. Oakland Int.-Sutherlin Int.
KIND OF WORK: Grading, Paving, Barrier, Structure and Signing
CONTRACTOR: S.D. Spencer & Son
CONTRACT NUMBER: 8654
FEDERAL AID PROJECT NUMBER: I-F-5-3(111)137
DATE OF CONTRACT: December 19, 1977
DATE WORK STARTED: March 21, 1978
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0
SPECIFIED ~~CALENDAR~~ work DAYS: A300 B450
~~CALENDAR~~ work DAYS USED: 518
SPECIFIED COMPLETION DATE:
PROJECT AUTHORIZATION: $ 4,133,572.17
PERCENT OF TIME ELAPSED: A 172.7% B 115.1%
EXCLUSIVE OF ENGINEERING: $ 3,840,965.01
ENGINEERING AUTHORIZATION: $ 292,607.16
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,551,000.00
ENGINEERING COST TO DATE: $ 500,000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN . . . . 7.6 %
PERCENT OF AUTHORIZATION . . . . 166 %
DATE PROJECT WAS COMPLETED: Feb 22, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	NAT'L. PROC	G. Rail	Med. Barr.
100	100	100	100	99		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.21	3.21			3.21
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.21	3.21			3.21
TOTAL ESTIMATED QUANTITIES (CONTRACT)	149,870 CY	34,000 TON			59,250 TON
TOTAL QUANTITIES CORRECTED TO DATE	161,300	34,146			61033
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	161,300	34,146			61033
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7561	7562A	7563A 7564A	Signing				
PERCENT	100	100	100	100				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
JUL 14 1980
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Sebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity this week
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status of Project: Semi-Final and Semi-Final Estimate submitted 7-9-80.
This is the final weekly report to be submitted.

Mileage - 2,965

SIGNED Alva D. LOCATION Roseburg
Ass't Res Engr

PRIME RESIDENT SUBMIT 3 COPIES

DGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

#8654 7-1-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
5-3(111)137

STA[illegible] PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
80039

COUNTY NAME
Douglas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL - 7 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED
11/22/77

DATE AUTHORIZATION EFFECTIVE
6/10/80

FEDERAL ROUTE NUMBER
Interstate 5

STATE ROUTE NUMBER
Primary 1

GENERAL LOCATION:
N. Oakland Interchange - Sutherlin Interchange

GENERAL DESCRIPTION OF WORK:
Correct pavement surface tolerance by patching with asphaltic concrete

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 6/10/80, as requested in Mr. Keasey's letter of 6/18/80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved.

Adjustment to Contractor's payment covers the cost of this work.

DATE
7/1/80

SIGNATURE OF APPROVING OFFICIAL
G. K. Hassner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-865

8654

1-4

Form 81-734-1180 (Rev. 5-73)

OREGON STATE HIGHWAY DIVISION

Adjustment ~~Price Agreement~~

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name N. Oakland Int - Sutherlin Int
Date June 24, 1980, 19
Highway Pacific
Contract No. 8654
County Douglas
Prefix 610-1078
Contractor S.D. Spencer & Son
F. A. Project No. I-F-5-3(111)137
Address P.O. Box 1807, Vancouver, Wa 98668
Price Agreement No. 24

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Penalty price reduction for non-specification asphaltic concrete incorporated into project.

Locations by station numbers:

Throughout project

Names of pay items, estimated quantities and agreed prices: PA #24 Price Reduction for non-specification material.

Reduction #1	67,659.13
Reduction #2	8,271.80
Reduction #3	1,966.68
Reduction on 1979 Class 'B' AC	921.86
Reduction on 1979 Class 'E' AC	904.98
Total Price Reduction	$79,724.45 Lump Sum (Credit to project)

Specifications, basis of measurement and other provisions:

Standard Specifications, Supplemental Standard Specifications, 1977 Guidelines & Recommendations by J.E. Wilson, Mat Engr, & M.D. Glenn, Quality Control Engr.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$4,133,572.17
Present estimate of project cost, including -$ 79,724.45 for work under this order	$3,889,000.00
Expected under-run (amount)	$ 244,572.17
Expected under-run (per cent)	5.9%

Space to right of this line is for use of Salem Office

Submitted by: 7-15-80 Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: 7-11-80 Construction Engineer or Bridge Engineer

7/1/80 Approval Recommend [illegible]

M Keene

Signed Contractor

S.D. Spencer & Son

Approved: ~~Deputy State Highway Engineer,~~ Assistant State Highway Engineer or ~~Office Engineer~~

7-21-80

DS
7-23-80

SP*79603-734

8654 1-5

STATE OF OREGON INTEROFFICE MEMO

ROAD DESIGN 378-6558

TO: J. H. Versteeg
Road Design Engineer

DATE: March 4, 1980

FROM: Donald Stoudenmeyer
Design Supervisor

SUBJECT: Sutherlin Interchange
Oakland Jct.-Deady Unit
Pacific Highway
Douglas County

The City of Sutherlin has a piece of property for sale in the northwest quadrant of the subject interchange. It has been offered to the State for a possible southbound diamond offramp.

Back when this interchange was upgraded to Interstate standards such a diamond offramp was considered. It was rejected due to the City sewage treatment plant on the site. Subsequently the existing ramps were revised, much the same as they existed.

The accident record for the present loop is very light and the loop favors the traffic moves over a diamond leg. The diamond leg would be 1200 feet long from beginning of taper to the crossroad. In view of this, it is recommended the present interchange be retained. The money for the R/W and diamond ramp could be better spent elsewhere.

J H Versteeg
3-6-80

DNS:cj
Attachments

cc: A. D. Olson

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 0 4 1980
ROAD DESIGN SECTION

DNS
Do Not File ☐
Return To
Bring Up / /
Action

3-6-80
There is no need
to revise the interchange
EJH.

cc Sutherlin
Shirley
3-6-80

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
10 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

SP*75683-125

Contains Recycled Materials
81-125-1387

8654

S. D. SPENCER & SON CO.

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232

VANCOUVER, WASHINGTON 98661

January 10, 1980

Mr. O. Bryant Jackmond
504 Executive House
325 - 13th St. N.E.
Salem, Oregon 97310

Re: Contract # 8654
Our 7-12

Dear Mr. Jackmond,

Enclosed please find letter from our sub-contractor Sims Electric. It may be helpful if you would explain what type of letter you need from the supplier to qualify "as beyond the control of his supplier". To date we are holding Sims Electric retainage, Price Agreements, and open accounts. We have, and are, maintaining the position that Sims is responsible since they did not have the illumination in place as agreed, but they are, and rightfully so, in doubt as to what can be presented besides the letter General Electric has already furnished.

It would be beneficial to all, Bryant, if you could elaborate. I believe it would eliminate litigation.

Sincerely,

Otis Jordan

Otis P. Jordan
S. D. SPENCER & SON

cc: Mr. James Gix
Mr. Roger Patitz
OPJ:hak

7 Kadesky RECEIVED Richards
Jackmond ✓ Burg
Hopkins JAN 15 1980 Inlow
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

8654

STATE OF OREGON

Highway Construction
DEPT.

378-6318
TELEPHONE

INTERC ICE MEMO
FILE: CON 5 #8654

TO: Roger E. Patitz
Acting Resident Engineer

DATE: January 8, 1980

FROM: M. D. Glenn
Quality Control Engineer

SUBJECT: N. Oakland-Sutherlin Section
FAP No. I-F-5-3(111)137
Contract No. 8654
Recommended Reductions in Price for
Acceptance of A.C. Mixtures

Returned herewith are your reduction-in-price computations along with a copy of recommended revisions.

Class "B" A.C. Mixture Produced 1978

1. Price reduction of 15 percent on all mix produced in 1978 per Jim Wilson's letter of June 27, 1979.

25,086.812 tons x $17.98/Ton x 0.15 = $67,659.13

The 15 percent reduction was based on the total cost of mix including the asphalt and anti-strip additive, not just the cost of mix at $10.80/Ton. This increases the reduction from the $49,640.64 computed.

2. Recommend reduction in price for all asphalt contents outside job mix tolerances indicated by field extraction results not be made. The wide variation in asphalt retention factors, excessive pass #200 material and the formation of sulfate compounds on the aggregates contributed to significant differences in asphalt contents determined by the extraction tests and that indicated by tank inventories. The lower asphalt contents indicated by the tank inventories contributed to the lowered C.B.E. value and is considered part of the 15 percent reduction in Item 1. This finding was reviewed and concurred in by Jim Wilson. A reduction is considered justified in these few instances when both tank and extraction tests were low. This reduces the computed deduction from $15,024.12 to $8,271.80.

3. Gradation outside job mix tolerances and within broad band limits is not substantially changed from the $1,954.38 computed.

182.1 tons aggregate x $10.80/Ton = $1,966.68

The indicated revisions result in a total reduction-in-price for acceptance of the mix produced in 1978 of $77,574.61.

77,897.61

Class "B" A.C. Mixture Produced in 1979

Similar differences between asphalt contents indicated by extraction tests and tank inventories even though the quality of the aggregates was improved. Reduction in price for asphalt contents is considered justified only for the two tests where both extraction tests and tank measurements were low. This reduced the computed reduction from $1,035.86 to $921.86.

Class "E" A.C. Mixture Produced in 1979

Slight reduction from $1,237.48 computed to $921.86 based on differences in asphalt content as noted in Class "B" mixtures.

Total of all recommended reductions would amount to $79,724.45. OK

Please review our revisions and computations and contact me if you have any questions or revisions you do not agree with.

MDG:fr

Att.

cc: John Jenkins (w/att.)
James Gix "
Files (2) "
Bob Church

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773 6741
ROSEBURG (503) 673 5521

SIMS
ELECTRIC, INC.

PLEASE REPLY TO:
SIMS ELECTRIC ADMINISTRATIVE OFFICE
480 N E OAKLAND AVE. — P.O BOX 1245
ROSEBURG, OREGON 97470
(503) 673 5524

RAY O. SIMS, CHAIRMAN OF BOARD
WM. H. SIMS, PRESIDENT
W.D. MATTSON, PRESIDENT
GLENN B. CLUTE, SECRETARY
JAMES P. SHOEMAKER, VICE PRESIDENT

8654

RECEIVE
JAN 3 [illegible]
S. D. SPENCER & SO

December 28, 1979

OTIS
File

S. D. Spencer & Son Co.
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Dear Otis:

We are trying to obtain additional information as requested from the third tier supplier, per the attached.

It would appear to me that we have already provided the information you need. The contract documents ask for evidence that the materials delay was not within the control of the contractor. Mr. Jackmonds letter extends this verbage to "beyond the control of his supplier."

We are sub-contractor, Roseburg Electric Wholesale is the wholesale supplier. The General Electric Company is certainly the supplier, and has advised by letter that the only socket available for this use was from Sylvania, that they repeatedly expedited this item, and that there is no other source of supply for this socket, placing all of this outside the control of the supplier. I suppose at the bottom of it all is the Arabs and OPEC. Now, certainly if it was not within G.E.'s control to provide the materials, all of this is certainly outside our control, and therefore yours.

We therefore respectfully request that you pay immediatly the Price Agreement amount for which you have been paid by OSHD, the open items in the amount of $986.52 and the retainage.

I hope that you and your wife enjoy a happy new year.

Very truly yours,

Sims Electric, Inc.

Ray O. Sims

Ray O. Sims

ROS/kh

Enclosures

#8654. 5391

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
OCT 23 1979
NORMA PAULUS
SECRETARY OF STATE
Con 5
#8654

October 22, 1979

IN REPLY REFER TO
FILE NO.:

Concrete Products, Inc.
P. O. Box 188
Ontario, OR 97914

Attention: Johnny R. Flynn

FILED
OCT 23 1979
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of October 4, 1979, with attached copy of construction lien indicating that S. D. Spencer & Son owes you for concrete median barriers in the amount of $6,180.10.

This appears to be in reference to the S. D. Spencer & Son Contract No. 8654 N. Oakland Interchange-Sutherlin Interchange Section in Douglas County.

St. Paul Fire & Marine Insurance Co., furnished the bond on this contract. We will advise the surety and the principal contractor of the receipt of this document, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

NOTED 0
11-1-79 kkr

C. W. Head
COMMISSION SERVICES

CWH:rls

cc: St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah, Suite 700
Portland, OR 97232

S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, WA 98668

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

CONCRETE PRODUCTS, INC.

P.O. Box 188, Ontario, OR 97914

October 4, 1979

Highway Department
State of Oregon
Salem, OR

Gentlemen:

(#3654)

Enclosed is a copy of a lien that is being filed in the County Clerk's Office in Douglass County. S.D. Spencer & Son has failed to pay the remaining balance due.

Sincerely,

Johnny R. Flynn

Enc.

cc Ottis Jordan
S.D. Spencer & Son

RECEIVED
OCT 10 1979

RECEIVED
OCT 12 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM NO. 126—CONSTRUCTION LIEN—Labor and/or Materials [illegible] OR 97204
1976

KNOW ALL MEN BY THESE PRESENTS: The undersigned, hereinafter called the claimant, has performed labor and/or furnished materials at the special instance and request of Ottis Jordan of **S.D. Spencer & Son** who at all times herein mentioned was the ☐ original contractor, ☐ subcontractor, ☒ construction agent, ☐ .... or ☐ other person (indicate which) having charge of the construction of that certain improvement known as **Concrete Median Barriers on Highway 15** situated upon certain land in the County of **Douglas**, State of Oregon, which is the site of said improvement, described as follows:

North Oakland Sutherline Section - Highway 15
OSHD #8654

Address, if known (if unknown, so state) **~~North Oakland Sutherline Section Highway 15~~**
..., in said county and state.

The name of the owner or reputed owner of said land is **State of Oregon** who, at all times herein mentioned had knowledge of the construction of said improvement.

The name of the person who employed claimant to perform said labor and/or to furnish said materials is **S.D. Spencer**

The kind of labor so performed and/or materials so furnished by claimant is:

Labor (if no labor performed, insert the word "none")
none

Materials (if no materials furnished, insert the word "none")
Concrete Median Barriers

Claimant commenced to perform said labor and/or to furnish said materials on 3/17 19 78, and completed same on **Not Completed Yet**, after which he ceased to provide and/or to furnish materials.

The following is a true statement of claimant's demand after deducting all just credits and offsets, to wit:

Labor	$
Materials	$ 121,662.00
	$
Preparation of this claim of lien (ORS 87.910)	$ 10.00
Recording fees	$ 7.00
Total	$ 123,679.00
Less all just credits and offsets	$ 117,498.90
Balance due claimant	$ 6,180.10

Claimant claims a lien for the amount last stated upon the said improvement and upon the site, to-wit: the land upon which said improvement is constructed, together with such space about the same as may be required for the convenient use and occupation of the improvement constructed on said site, to be determined by the court at the time of the foreclosure of the lien.

In construing this instrument the masculine pronoun means and includes the feminine and the neuter, and the singular includes the plural, as the circumstances may require.

Dated this 21 *day of* September, *19* 79.

Concrete Products, Inc.

By

Claimant

I, Johnny R. Flynn, *being first duly sworn, depose and say: That I am the* President of Concrete Products, Inc. *claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct, as I verily believe.*

Johnny R. Flynn

Subscribed and sworn to before me this 4th *day of* October, *19* 79

(SEAL)

Kelly J Johnson

Notary Public for Oregon. My Commission expires 5-7-83

NOTICE TO THE OWNER of the land described in the attached copy of claim of lien:

Please take notice that the original claim of lien of which the attached is a true copy was filed and recorded in the office of the recording officer of [illegible] County, Oregon, on [illegible], 19

Claimant

Note: Section [illegible] Oregon [illegible] provides:

"A person [illegible] ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed [illegible] than 20 days after the date of filing."

[illegible] section 1 of ORS 87.010. Section ORS 87.035 provides: "Every person claiming a lien [illegible] the claim not later than 90 days after he has ceased to provide labor, rent equipment [illegible] days after completion of construction, whichever is earlier." Also that the lien claim "shall be filed for [illegible] counties in which the improvement or some part thereof, is situated."

CLAIM OF
CONSTRUCTION LIEN
LABOR AND/OR MATERIALS
ORS [illegible]

From Claimant

Owner

SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON } ss.
County of }

I certify that the within instrument was filed in my office on the day of , 19 , at o'clock M., and recorded in book at page or as file/reel No. of the Construction Lien Book of said County.

Witness my hand and seal of County affixed.

Recording Officer

By

Deputy

8654

I-5
2
Yoncalla to
Canyonville

TE OF OREGON
ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

TO: Surplus property participants

DATE: October 11, 1979

FROM: Don Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Surplus BLM Land
North Oakland Interchange
Pacific Highway
Douglas County

Attached is correspondence from Right of Way indicating that BLM has some surplus property north of the N. Oakland Interchange.

A surplus property sign-off form is also included for your comments on the parcel. The Region R/W Supervisor is checking with the Region to see if they are interested in purchasing the property.

Preliminary Design has no need for the parcel except for possible scenic value which the Landscape Unit will determine.

RECEIVED
JAN 1980
ROAD DESIGN SECTION

Versteeg
Anderson
Christenson
Olson
Sullivan
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Do Not File ☐
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Bring Up / /
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DNS:cj
Attachments
File

RECEIVED
OCT 12 1979
ROAD DESIGN SECTION

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Do Not File ☐
Return To
Bring Up / /
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Prelim
Traffic
Landscape
Parks
Maint.
Loc.
Const.

none want the property. Orig. file returned to R/W
1-9-80
DNS

Contains Recycled Materials
81-125-1387

SP*75683-1

No objections. "Sell"

Traffic Engineer

(c) By Landscape Section for possible rest area or scenic use.

DO NOT [illegible]

Landscape Architect

(d) By Parks Division for possible parks use.

No Parks Interest

Recommended for use by County Park Agency Yes ______ No ✓

Wm Daugherty per
State Parks Superintendent

(e) By Maintenance Division for stockpile, material, source or maintenance sites.

[illegible]

Maintenance Engineer

(f) By Locating Section for possible utlimate widening or relocation.

Not [illegible]

Frank E. Perpin
Location Engineer

(g) Construction Engineer's recommendation for subject property.

Not needed

Construction Engineer

8/15/73
81-734-3668
Distribution:
1 Original, Route to Region Office.
when completed, make copy to Distr.

STATE OF OREGON

INTEROFFICE MEMO

R/W Prop. Mgt.
DEPT.

378-6502
TELEPHONE

TO: Don Stoudenmeyer
Preliminary Design Supervisor

DATE: October 10, 1979

Milner M. Mead

FROM: Milner M. Mead
Property Supervisor

SUBJECT: Surplus BLM Land
North Oakland Interchange
Pacific Highway
Douglas County

Attached is memo from Neil Flanagan indicating that a surplus parcel of BLM land may have value to the Department.

As requested by Flanagan, would you please circulate this information through Landscape, Engineering, etc. to determine if there is interest and/or need.

For your convenience, subject parcel has been outlined on the attached section of map taken from Drawing 7B-36-17 (1"-400').

RECEIVED
OCT 10 1979
ROAD DESIGN
SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Turpin
[illegible]
Wakerlig

Do Not File ☐
Return To
Bring
Action

MMM:mg
cc: Rod Henry
Neil Flanagan

1-5

STATE OF OREGON   INTEROFFICE MEMO

TO: Vern Shull
Resident Engineer

DATE: October 3, 1979

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr.
Asst. Engineer of Materials

Subject: Testing of White Coating on Oak Creek Quarry Aggregate, Report #79-8716, 7; N. Oakland Int.-Sutherlin Int., Cont. #8654

NOTED
E. S. HUNTER

Testing has been completed on samples of Oak Creek Quarry Aggregate from areas of white stain or leaching on the stockpiles. A chemical analysis of the white substance indicates that the coating is a combination of sulfate compounds of calcium, sodium and magnesium. Since the coating material is non-water soluble and highly water absorptive, the aggregates do not have good asphalt adhesion properties.

The Oak Creek aggregates and the results of our testing has been discussed with Mr. Herb Schlicker of the Department of Geology and Mineral Industries. He explained that iron pyrite, which is generally found in submarine basalt seam material, will produce sulfuric acid and react with basalt to form sulfate compounds. The sodium, calcium and magnesium contained in the compounds are from that portion of basalt that has not formed a good true mineral.

The indicated sulfate coating of the aggregates is a likely explanation for the problems experienced with asphalt concrete produced from the source. With the wide variation in coating found on the aggregates, it is impossible to determine the type and level of asphalt additive treatment required to consistently provide adequate asphalt-aggregate adhesion for pavement durability.

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
2 Trout
Wakerlig

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SECTION

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RECEIVED
TECHNICAL SERVICES
OCT 4 '79
REFER TO
Versteeg
FOR
Info ✓ | Inves | R/D | J/R | Ign | Act

JEW:gs

cc: C. T. Keasey
E. S. Hunter
A. Shirley
E. Parker

Contains Recycled Materials

Page 1 of 2

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION 03
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 79 8716,7
Data Sheet No. 19855
Prefix 610-1078
Laboratory charge 320.00
F.A. Proj. I-F-5-3(111)137
Date received 7-9-79
Date reported Oct. 3, 1979

Aggregate 1½"-0
Project North Oakland Intchge.-Sutherlin Intchge.
Highway Pacific
Contractor S. D. Spencer & Son No. 8654
Submitted by V. E. Shull
Source of Material Oak Creek Quarry 10-194-3
Sampled or inspected at Stockpile To be used Base
Sampled or inspected by A. L. Liles 7-3-79 Quantity represented

Four bags of aggregate were submitted for analysis. What was wanted was the identification of the white precipitate and possible adverse effects it might have on asphalt. No comparisons could be made between the individual bags as the makeup of each bag greatly differed from the others. One bag was mainly large aggregate while the others contained soil and fines in varying amounts. As a result only the precipitate was identified.

The precipitate, which ranged up to 1½% by weight of the total aggregate in the bag taken from the foot of the 1½"-0 base rock pile, was essentially composed of three compounds in the following ratio:

Calcium Sulfate	75%
Sodium Sulfate	12.5%
Magnesium Sulfate	11.4%

The remaining 1% was a mixture of miscellaneous compounds probably due to fines from the rocks themselves. Thus the precipitate was composed of sulfate compounds, mainly calcium sulfate.

REPORT TO:

☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer A. Shirley
X ☐ Resident Engineer V. Shull
☐ District Engineer
3X ☐ Files
X Elliott Parker
X S. D. Spencer & Son

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Jenkins

Page 2 of 2

Form 81-734-2660

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Aggregate ¼"-0

Project North Oakland Intchge.-Sutherlin Intchge.
Highway Pacific
Contractor S. D. Spencer & Son **No.** 8654
Submitted by V. E. Shull
Source of Material Oak Creek Quarry 10-194-3
Sampled or inspected at Stockpile **To be used** Base
Sampled or inspected by A. L. Liles 7-3-79 **Quantity represented**

Laboratory No. 19 8717,6
Data Sheet No. 19855
Prefix 610-1078
Laboratory charge
F.A. Proj. I-F-5-3(111)137
Date received 7-9-79
Date reported

THE MOST OBVIOUS DELETERIOUS EFFECTS OF THE PRECIPITATE WOULD INVOLVE THE FORMATION OF A NON-WATER SOLUBLE LAYER ON THE ROCK, AND THE CHARACTERISTIC OF CALCIUM SULFATE TO ADSORB WATER, UP TO 7% OF ITS WEIGHT. BOTH OF THESE EFFECTS WOULD PREVENT GOOD ADHESION OF ASPHALT TO THE AGGREGATE.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

8654 N. Oakland Intchge.-Sutherlin 1977
Intchge. Sec. of Pacific Hwy.
(Gr., pave, barriers, struc, & sign)#1

C&Q 6170 8-25-77

8654.

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

Roseburg, Oregon
August 23, 1978

RECEIVED
STATE HWY ENGR
AUG 25 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Item Needing Attention
N. Oakland Int. - Sutherlin Int.
Pacific Highway
Contract No. 8654

S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Wash. 98661

Gentlemen:

The work schedule you presented on July 14, 1978 is now hopelessly outdated with a large amount of the scheduled work to be completed by Aug. 14 still uncompleted. In accordance with subsection 108.04 of the Special Provisions, for this Contract, you are directed to submit a Comprehensive Schedule for the entire project. Supplemental Schedules Shall be submitted whenever the need arises.

In accordance with Subsection 108.04 (2-b) of the Special Provisions for this Contract you are allowed one access from the Frontage Road to I-5 Southbound. You are directed to close all existing access points excepting one and that one to be wide enough for only one vehicle. Barriers as specified shall be installed and maintained.

In reference to Section 681, of the Special Provisions for this Contract, Roadside Seeding and Mulching. Please be advised that all areas, where the grading is substantially completed, should be prepared by Sept. 15, 1978. Seeding and Mulching should commence by Sept 18, 1978.

Of particular concern is the "FR" line both sides, the contoured area between the "FR" and I-5, cut and fill areas on "S" and "N" lines plus all completed cut and fill areas along I-5.

In accordance with subsection 104.05 of the Standard Specifications more attention should be given to necessary pavement patching.

Sincerely yours
Vernon E. Shull
Vernon E. Shull,
Resident Engineer

cc: H. S. Coulter ✓
C. T. Keasey
Alfred Shirley Jr.
Curt Duval
Otis Jordan
B. E. Corpe

PLAN [illegible] [illegible] [illegible] BRIDGE"

TRANSVERSE PIPES -
CALAPOOYA-STERNS LN
DETOUR AREA

12 JULY 7

REST OF PIPE WORK — CALAPOOYA-STERNS LN
STAGE 1
(inc DIG-OUTS)

17 JULY

FINISH & PAVE 'FR' LINE
CLOSE EXT GREEN VALLEY
TEAR DOWN APPROACH
SPANS
FINISH EXCAVATING SIDE
SLOPES

31 JULY

CALAPOOYA-STERNS LN
STAGE 2
(inc DIG-OUTS)

PREPARE DETOUR
(NIGHT) DETOUR &
TEAR DOWN CENTER
SPAN
DETOUR FOR & BUILD
CENTER PIER
BUILD ABUTMENTS
SET PRECAST BEAMS

14 AUGUST

CALAPOOYA-STERNS LN
STAGE 3
(inc DIG OUTS)

DECK BRIDGE
FINISH BRIDGE

11 SEPT

CLOSE MANNING RD
TEAR DOWN APPROACH
SPANS
FINISH EXCAVATING
SIDE SLOPES
PREPARE DETOUR
(NIGHT) DETOUR &
TEAR DOWN CENTER
SPAN

PAVE ENTIRE JOB - 1ST LIFT 'B' MIX

16 OCT

10 NOV 78

Presented by Otis Jordan July 14, 1978

V. E. Shull

8654 1-5

Salem, Oregon
July 31, 1978

J. N. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

Attn: Rod Henry

50294 - Bainbridge
North Oakland Jct.-Sutherlin
Section
Pacific Highway
Douglas County

Attached is a description, an authorization, R/W prints and your correspondence from Region 3, pertaining to the purchase of fee title in an existing slope easement acquired under File 49331.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 27, 1978

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

TO: J. H. Versteeg
Head of Engineering

SUBJECT: Old File 49331
Oakland-Deady Section
Pacific Highway
Douglas County

New File 50294

A portion of the right-of-way on this file was acquired as a permanent slope easement. The Region Office has now determined that the slopes are much steeper than anticipated and they could not fence the right-of-way on the right-of-way line.

The right-of-way fence has been placed on the outside of the easement line and the Region now recommends that we acquire the underlying fee in a portion of the slope easement. This will give the State full control of the slope area and the fence will not have to be moved.

Please prepare a right-of-way description covering the area outlined in the attached correspondence.

RJH:jk
attachments

78-12-18

1 Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
2 Scott
Savage

RECEIVED
JUL 27 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

File 50294
[illegible] 7-31-78

8654

APPARATUS
DISTRIBUTION
SALES
DIVISION

GENERAL ELECTRIC COMPANY ....46 CENTENNIAL LOOP, P.O. BOX 10166
EUGENE, OREGON 97401....AREA CODE 503, Telephone 485-2066

G.E. REQN: 472-64163
SIMS ELECTRIC - OREGON
STATE HIGHWAY JOB #8654
ROSEBURG'S P.O. 5260

May 26, 1978

ROSEBURG ELECTRIC WHOLESALE
P. O. Box 1245
Roseburg, Oregon 97470

Attention: Don Fiscus

Gentlemen:

Our Lighting Systems factory advises that the Sylvania sockets for the above subject job arrived at our Hendersonville, North Carolina plant on May 25, 1978.

This arrival will enable our factory to ship the twenty-two luminaires by June 2, 1978.

Please pass this information on to your customer.

Very truly yours,

B. A. Sherrow
SALES ENGINEER

BAS:js
cc: J. Knight, ADSD, Ptld
R. Freer, LSD, Hndsvle

DELAYS: DUE TO DIFFICULTY IN OBTAINING SPECIFIED LUMINAIRES.

JAN 20, 1978	Subcontract for Temp Illum sent to Sims Electric
JAN 24, 1978	Sims ordered specified fixtures
FEB 1, 1978	Sims subcontract sent to State for approv
MAR. 2, 1978	Sims subcontract returned approved
MAR 6, 1978	Luminaire shop drawings received from GE and forward to OSHD.
MAR 7, 1978	Shop drawings for luminaires returned appr
MAR 8, 1978	Sims forwarded approved shop drawings and asked for expedited delivery
MAY 1. 78	- SIMS GAVE AS TENTATIVE START DATE I.E. ILLUMINATION.
JUNE 10, 1978	Sims received luminaires.
JUNE 12, 1978	Sims began work on Temp Illum system
JULY 9, 1978	Sims completed & turned on Temp Illum system

GENERAL ELECTRIC

APPARATUS
DISTRIBUTION
SALES
DIVISION

GENERAL ELECTRIC COMPANY........46 CENTENNIAL LOOP, P.O. BOX 10166
EUGENE, OREGON 97401....AREA CODE 503, Telephone 485-2066

RE: G. E. REQN: 472-64163
SIMS ELECTRIC - OREGON
STATE HIGHWAY JOB #8654
ROSEBURG'S P. O. 5260

May 25, 1978

Roseburg Electric Wholesale
P. O. Box 1245
Roseburg, OR 97470

ATTN: Don Fiscus

Gentlemen:

The above subject order for 22 special 400 watt metal halide fixtures was processed as follows:

1) Order entered 1/31/78, drawings for approval required.
2) Drawings for approval mailed 2/28/78.
3) Approval received 3/8/78.
4) Order released on factory 3/8/78 with factory shipping estimate of 6 weeks from Hendersonville, N. C. or about 4/19/78.
5) This date has been extended to 4/28, 5/12 & 5/26, based on vendor promises.

The reason for this late shipment is G. E.'s inability to obtain the special 400 watt metal halide mechanical position socket to accept the Sylvania lamp. GTE-Sylvania is the only source of supply for this item & G. E. has not been able to improve shipment from Sylvania. We sincerely regret our inability to meet our shipping estimate but must point out the delay was created by an outside sole source vendor as specified by Oregon State Highway Department.

Please request a job completion extension based on above data. G. E. can in no way be held responsible for any liquidated damages as stated in our standard terms of sale.

Very truly yours,

B. A. Sherrow /es

BERT A. SHERROW
SALES ENGINEER

BAS:es

May 18, 1978

Roseburg Electric Wholesale
P. O. Box 1245
Roseburg, Oregon 97470

Re: Our P. O. #1973
O.S.H.D. Job #8654

Attention: Mr. Gary Sims

Dear Gary:

If we are to secure any type of job extension on the above job to offset the penalties we must document the reasons for the delay. We are looking to you and G. E. for this certification.

I spoke with Mr. Otis Jordan of S. D. Spencer & Sons regarding our failure to perform on this contract and his feelings are that we must immediately furnish him with documents requesting a job extension and setting down such reasons.

What we are looking for is a letter from G. E. requesting such an extension and the reason for the request such as parts not available, other delays, etc. Your greatest efforts will be appreciated.

Very truly yours,

SIMS ELECTRIC, INC.

Tommy Kimbrell

TR/st

cc: S. D. Spencer & Son
P. O. Box 982
Roseburg, Oregon 97470

May 17, 1978

Roseburg Electric Wholesale
P.O. Box 1245
Roseburg, Oregon 97470

Re: Our P. O. 1973
O.S.H.D. Job # 8654

Attention: Mr. Gary Sims

Dear Gary:

I have spoken with you weekly on the above project since February, 1978 in regards to the shipment of Luminaires. The dates you related to me of April 14, April 28, and May 12 have not materialized.

The project has 176 days remaining as of May 13, 1977 and the prime contractor, S. D. Spencer & Son is required not to remove or rebuild the (2) structures, (Bridge and Overpass) until the lighting is installed. This will create a delay in the job completion and surely a penalty (which is $300.00 per calender day) will be assesed.

You must receive from the factory a reliable shipping date and an explanation as to the delayed shipment that their letter of Feb. 28, 1978 indicated.

Your immediate attention to this matter is greatly appreciated

Very truly yours,

SIMS ELECTRIC, INC.

Tommy Kimbrell

TK/st
cc: S. D. Spencer & Son
P. O. Box 962
Roseburg, Oregon 97470

8654

8

Agenda
May 30, 1978
1h-6

DATE: May 5, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
N. Oakland Int.-Sutherlin Int.
Contract No. 8654 Pac. Hwy, Douglas Co

This project, awarded December 19, 1977, is approximately two percent complete and an overrun of approximately $312,000, or eight percent, is anticipated.

The contract plans did not include aggregate and asphalt quantities to construct the specified bridge approach repair work and construct the detour required to accomplish the bridge removal work specified. These items account for most of this anticipated overrun.

Additional perforated drain pipe was added to the project late in the preparation of contract plans and the additional quantities of related work costing some $37,000 were omitted. This omission was discovered a few days prior to the bid opening but not in sufficient time to advise all contractors.

This is a federal-aid Interstate project and the added work will be federal participating.

It is recommended that the authorization for this project be increased by $311,977.24 to a new total of $4,133,572.17.

This matter will be on the Consent Calendar for your May 30 meeting.

OBJ:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
Alfred Shirley, Jr.
V. E. Skoog
George Bell

8654

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 1, 1978

FILE: CON 5 #8654

ENGR
MAY -4 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in
Project Authorization
N. Oakland Int.-Sutherlin Int.
Contract No. 8654

This project was awarded on December 19, 1977 and an overrun of approximately $312,000.00, or 8 percent is anticipated. Work on the project is just getting started and the project is approximately two percent complete.

The pertinent overrun items are:

Item	Overrun Amount	Overrun Percent
1" - 0 Aggregate	$ 22,072.50	12%
Class "B" A.C. Mix	110,430.00	24%
Class "C" A.C. Mix	27,000.00	31%
Asphalt Cement in Mix	65,170.00	18%
Extra for Pipe Under Pavement	33,098.00	66%
Fiber Filter	3,624.00	6%
Guard Rail, Type 2A	2,585.00	11%
General Excavation	18,633.60	4%
Contingencies	10,571.09	7%
Engineering	18,793.05	7%

All of the above items except Guard Rail, General Excavation, Contingencies and Engineering were the results of oversight, and/or omissions in the contract plans. The contract plans did not include the aggregate base and asphalt mixture required for the bridge approach repair work nor for the detour required to perform the specified bridge removal work. The omission of additional quantities for the item "Extra For Pipe Under Pavement" was discovered a few days prior to award but too late to notify contractors.

The overrun in Guard Rail and General Excavation were determined in the slope staking of the project.

The additional contingency and engineering funds requested are in keeping with the amount of work added by the above described overruns.

It is recommended that the project authorization for this contract be increased by $311,977.24 to a new total of $4,133,572.17.

A rough draft letter to the Transportation Commission is attached.

OBJ:fr
Att.
cc: Robert Church

8654

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 19, 1978

FILE:

NOTED
E. S. HUNTE

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: O. B. Jackmond
Construction Field Engineer

SUBJECT: Request for Increase in
Project Authorization
N. Oakland Interchange-
Sutherlin Interchange
Contract No. 8654

RECEIVED
TECHNICAL SERVICES
APR 24 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

As requested we have reviewed the contract plans and re-established the quantities indicated to be overrun.

The results are as follows:

Bid Item	Original Contract Est. Quantities	Resident Engineer's Estimate	Design Office Estimate
1"-0 Aggregate	34,000 Tons	38,050 Tons	40,000 Tons
Class "B" A.C. Mix	42,400 Tons	52,625 Tons	49,200 Tons
Class "C" A.C. Mix	8,000 Tons	10,500 Tons	8,000 Tons
Asphalt Cement in Mix	3,900 Tons	4,586 Tons	4,350 Tons
Extra for Pipe Under Pavement	3,825 Lin. Ft.	6,370 Lin. Ft.	6,370 Lin. Ft.
Fiber Filter	201,920 Ft.^{2}	214,000 Ft.^{2}	215,418 Ft.^{2}
Guardrail, Type 2A	5,213 Lin. Ft.	5,787 Lin. Ft.	5,213 Lin. Ft.
General Excavation	149,870 Yd.^{3}	156,340 Yd.^{3}	149,870 Yd.^{3}

In calculating the original quantities for the contract estimate the quantities for the Class "B" asphaltic cement and 1"-0 aggregate were omitted at the bridge structure ends and at the detour required for bridge removal. These errors also effected the asphalt cement in mix. The estimate for Class "B" A.C. was figured for a specific gravity of 2.85. A change in the actual specific gravity of the material used may alter this final figure.

We and the Region were aware of the discrepency in the quantities for "Extra for Pipe Under Pavement" approximately five days prior to bid opening. As it was too late to notify all contractors a decision was made to proceed with the contract bid letting.

We did find an omitted item in the fiber filter quantity which increased our estimate to slightly over the Resident's.

The estimates for Class "C" A.C., guardrail type 2A, and general excavation were found to be in agreement with the contract plans and specifications.

DOC:ab
cc: E. S. Hunter
Jack Sullivan
Fred Eriksen

8654

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8654

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 13, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in
Project Authorization
N. Oakland Int.-Sutherlin Int.
Contract No. 8654

TO: J. H. Versteeg
Head of Engineering

Attention: D. O. Christensen

Attached is the correspondence and forms requesting an increase in project authorization on the subject contract which was awarded on December 19, 1977. The request amounts to a $370,000.00 (10%) increase on a project that is just starting. We are attempting to hold project overruns to a minimum and to construct projects to accomplish the intent of the plans.

This request was returned to the field once for additional information and justification and, as you can see, the second transmittal leaves something to be desired.

I would appreciate your comments concerning the rather large anticipated overruns in items listed on the request.

OBJ:fr

Att.

1 Versteeg ✓
2 Christensen DOC
George
Olson
Terpin
Sullivan JWS
Scott
Savage

RECEIVED
APR 14 1978
ENGINEERING SECTION

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Eng. Op. ___/___/___
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8654

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 12, 1978

FILE: CON 5

Original Signed by James I. Gix

FROM: JIM GIX
REGIONAL CONSTRUCTION ENGINEER

TO: C.T. Keasey
Construction Engineer
SALEM

SUBJECT: Expected Overrun of Project Authorization
N. Oakland Int.-Sutherlin Int.
Contract No. 8654

Attached is Form E-372 for N. Oakland Project. The project has overrun the 5% limit before it is underway. The Resident Engineer has uncovered serious errors in the contract quantities, through checking, and field staking.

An alternate to the increased authorization would be a reduction in depth or the Class "B" mix recommended by C. J. Gregg. We do not recommend this, as this section has suffered from severe distress over the last several years.

The net changes shown do represent necessary expenditures and we recommend your approval of the overrun.

JG/cd
Encl.
cc: J.H. Versteeg ✓
V.E. Shull

1 Versteeg
2 Christensen
George
Olson
Terpin
3 Sullivan
Scott
Savage

RECEIVED
APR 13 1978
ENGINEERING
SECTION

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Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project N. Oakland Int.-Sutherlin Int. Date 4/6/78

Highway Pacific Contract No. 8654

County Douglas Kind of Work Grading, Paving, Structures, Barrier, & Signing Contractor S.D. Spencer & Son

	Authorized	Estimated
Contract Amount	$ 3,374,976.38	3,657,589.48
Anticipated Items	47,700.00	47,700.00
Contingency (4½%)	154,020.44	164,591.53
Engineering	273,814.11	292,607.16
Credits	28,916.00	28,916.00
PROJECT COST	3,821,594.93	4,191,404.17
	NET INCREASE $	369,809.24

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount		Net Change
C	1"-0 Aggregate	207,372.50	+	22,072.50
C	Class "B" A.C. Mix	568,350.00	+	110,430.00
C	Class "C" A.C. Mix	113,400.00	+	27,000.00
C	Asphalt Cement in Mix	435,670.00	+	65,170.00
C	Extra for Pipe under Pavement	82,823.00	+	33,098.00
C	Fiber Filter	64,200.00	+	3,624.00
C	Guard Rail Type 2A	26,043.75	+	2,585.00
C	General Exc.	450,259.20	+	18,633.60

Principal reasons for overruns (Continue on reverse side): The 1"-0 Aggregate, AC Mix and Asph. in Mix increases due to errors in required quantities as shown on plans and specifications for width depth and areas. The items for"extra for pipe under pavement"and "Fiber Filter were ommitted whenadditional perf pipe was addedto the plans. The guard rail increases is due to one section

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Vernon E. Shell
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by
Division Engineer

Noted by
Deputy or State Highway Engineer

SP*23760-734

8654

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC.

PLEASE REPLY TO:
SIMS ELECTRIC, INC.
721 S. E. OAK AVE.
ROSEBURG, OREGON 97470

RAY O. SIMS, PRESIDENT
WM. H. SIMS, VICE PRESIDENT
W. D. MATTSON, VICE PRESIDENT
C. W. WAKEFIELD, SECRETARY
GLENN B. CLUTE, ASSIST. SEC.

March 3, 1978

S.D. Spencer & Son
P.O. Box 982
Roseburg, OR 97470

Attention: Mr. Otis Jordon

Reference: O.S.H.D. Contract #8654

Dear Otis:

In reply to your request for a possible date of arrival of poles, arms & luminaires etc. the following is supplied:

1. Poles-anytime requested.
2. Arm-4 to 6 weeks from Feb. 23, 1978.
3. Luminaires-per G.E. letter (attached), 4 to 6 weeks from approval of drawings.

Job completion is based on shipment of the heads, 3 weeks from job start.

As we discussed, the luminaires are not a product in production. They are a new unit to be designed by the manufacturer and then put into production. As stated in G.E.'s letter dated Feb. 28, 1978 a substitution cannot be offered as it will require additional poles and luminaires of which this contractor is not able to furnish at the present contract price, therefore we offer none.

We will contact your office as soon as we receive drawings from G.E. and will expedite all possible their approvals and shipment.

Hoping this information is helpful, we remain,

Very truly yours,

SIMS ELECTRIC, INC.

Tommy Kimbrell

TK:km
Enclosure

GENERAL ELECTRIC

APPARATUS
DISTRIBUTION
SALES
DIVISION

GENERAL ELECTRIC COMPANY .... 46 CENTENNIAL LOOP, P.O. BOX 10166
EUGENE, OREGON 97401 ... AREA CODE 503, Telephone 485-2066

G.E. 472-64153
ROSEBURG ELECTIC P. O. 5260
LIGHTING FOR SIMS ELECTRIC

February 28, 1978

ROSEBURG ELECTRIC WHOLESALE
P. O. Box 1245
Roseburg, Oregon 97470

Attention: Gary Sims

Gentlemen:

This letter is being written at the request of Tom Kimbrell of Sims Electric to confirm information that I have given him over the phone. Will you please pass this on to him, in writing.

The fixtures as ordered on referenced purchase order have an estimated shipment of 4 - 6 weeks after print approval is received at the factory. Prints are scheduled to mail from Hendersonville, N. C. today, February 28, 1978.

We have investigated the possibility of substituting some other fixture but any one of them would still run approximately 4 - 6 weeks and would probably require more fixtures and poles. Sims does not want to purchase extra fixtures and there is a possibility that the State Highway Department would not approve them.

Once the drawings are approved on the units on order, I can start to expedite to try to improve shipment.

Very truly yours,

Evelyn

EVELYN M. SHELTON
CUSTOMER SERVICE

ES

attn Tom Kimbrell

#8654 1-20-78

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL ND/OR AUTHORIZATION

FEDERAL AID
5-3(110)137
PROJECT NO.

See Below
COUNTY NAME

Douglas
PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70011

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 1-20-78	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

"Oakland Jct - Sutherlin Jct"

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-17-78 letter, you are authorized to proceed with the actual acquisition of R/W as outlined in your sketch submitted with your request. TEC NTE $200, F.F. $180.
Federal participation is limited to that right of way incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-20-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8654 1-5

Salem, Oregon
January 16, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

C. T. Keasey
Construction Engineer

Drainage Revision-Sawyer Property
N. Oakland Interchange-
Sutherlin Section
Pacific Highway
Douglas County

Attached is a plan, profile and cross-section for a drainage ditch, proposed by Region 3, for the west side of I-5 from Sta. 1697 to 1707. This information was received from the field and should be returned to them. Also attached is a letter-size section of the right-of-way map showing the easement area and a copy of a letter from the Hydraulics Unit. A requested easement description has been prepared and furnished to the Right-of-Way Section.

This project will cost approximately $25,000 plus future maintenance funds.

The proposal calls for diverting drainage from private property, over which it now flows, to an outfall ditch on a sidehill for 1,000 feet. This water is then added to the special roadbed ditch along the "S" line on ramp, which will require riprap. The proposed 1,000 foot ditch will require riprap as per Hydraulics letter of December 27, 1977.

Should this cutoff ditch fail to function then the farm below would be subject to the erosion damage it now suffers and perhaps be damaged further. The State could be subject to legal action as a result of any such damage.

DOC:ab
cc: Fred Eriksen
Jim Gix

✓ Versteeg ✓
Christensen
George
Olsen
Turpin
Sullivan
Scott
Savage

RECEIVED
JAN 17 1978
ENGINEERING SECTION

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Do Not File ☐
Return To
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
December [illegible], 1977

FILE: CON 5

FROM: JAMES J. GIX
Regional Construction Engineer

TO: J. H. Versteeg
Head of Engineering

SUBJECT: Drainage Revision
Sawyer Property
N. Oakland-Sutherlin Section
Pacific Highway

[illegible]-900

Herewith profile and plan of cutoff ditch on west side of I-5 near Oakland Interchange. Please prepare right of way description so that easement can be obtained to include this work in the upcoming project.

jjg/cw
Encl.

cc Virgil Wilson
Vern Shull
Jack McCormick

✓ Versteeg ✓
Christensen Don
George
Olson
Terpin
Sullivan
2 Scott
Savage

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NOTED
ROBERT R. ROUNDS
DEC 28 1977

Desc. to R/W 1-3-78

REFERRED TO
Beard
Cole
✓ Eriksen F.E.
Hager
Dorn
Sample
Watson
Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Please look over & forward to Scott with any additional information he needs Don

Fred:
The Grade Is Steep Enough That some Thought should Be given To Riprap For Bottom & sides.
Leu

8654

1-5

Salem, Oregon
January 3, 1978

J. E. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Engineer
BUILDING

50106-Vascha
North Oakland Inter.-Southerlin
Inter. Section
Pacific Highway
Douglas County

Attached is a description, an authorization and right of way prints covering a drainage easement required for this project which is presently under contract.

Also attached is correspondence and a sketch map pertaining to this matter.

BY: R

Robert R. Rounds
Right of Way Desc. Supervisor

RRR:mg

Attach.

8654

FORM 81-734-3030

I-5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 27, 1977

David W. Bryson

FROM: David W. Bryson
Hydraulic Specialist

SUBJECT: N Oakland-Sutherlin Section
Pacific Highway, I-5
Proposed Outlet Ditch

TO: Jim Gix
Regional Construction Engineer

Following is a suggested design for the proposed outlet ditch:

1. Construction of a 2-foot deep ditch with a 2-foot bottom and 2:1 side slopes will adequately convey the 10-year design flow of 19 cfs.

2. Line the ditch with a 3-foot blanket of Class 700 riprap over a 9-inch thick filter blanket of 4"-0 river run or well graded pit run material.

3. At the beginning of the ditch, maintain the existing scour hole as a stilling basin. The ditch should not be built on a fill section as proposed. Starting ditch elevation should be approximately 96.0 feet. The existing scour hole will require additional riprap protection.

4. The tributary ditch at Station 1703+25 should make a smooth transition into the main ditch.

DWB:mc

cc Frank E. Terpin
Duane Christensen

REFERRED TO

Beard Dorn
~~Cole~~ Sample
✓ Eriksen J.E. Watson
Hager Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED

JAN 0 6 1978

ENGINEERING SECTION

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8654

Yellow

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

December 15, 1977

FILE: 1-5

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: N. Oakland Int.-Sutherlin Int.
Pacific Highway
Douglas County

TO: Vern Shull
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9121	00	"C" Line, Centerline	Profile Grade
	01	"C" Line, Centerline	Subgrade
	02	"FR" Line, Centerline	Profile Grade
	03	"FR" Line, Centerline	Subgrade
	04	"FR" Line, Centerline	Profile Grade
	05	"FR" Line, Centerline	Subgrade
	06	"S" Line, Centerline	Profile Grade
	07	"S" Line, Centerline	Subgrade
	08	"N^2" and "N" Lines, Centerline	Profile Grade

CB:ab
Attachment
cc: Carl Berner

8654

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-22-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-F-5-3(111)137

STATE PROJECT NO.
See Below

COUNTY NAME
Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80039

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
11-22-77	11-22-77	Interstate 5 Primary 1

GENERAL LOCATION:

"North Oakland Interchange-Sutherlin Interchange Section"

GENERAL DESCRIPTION OF WORK:

High type pavement, 1 str and safety revisions

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Perm.&Temp. Pavement Striping (SF) $5,500
Remove Pavement Striping (SF) $1,000
On the Job Training $3,200
Temp. Erosion Control $5,000
Credit for Guardrail (28,916)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 11-18-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,621,462 Federal Funds $3,339,445.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

-Swan
12-16

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-22-77		for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7654

1-5

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11/17/77
Donald L. Bent

Paul

12-14-77 Bid Letting ____________ All Clear Deadline

SECTION N. OAKLAND INT.-SUTHERLIN INTERCHANGE
Highway Pacific
County Douglas Region 3
Type of Work G, P, Str. Sn Funds ____
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	No signifisiant problems
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☒	

8654 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 8, 1977

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project I-5-2(-)
N. Oakland Interchange -
Sutherlin Interchange

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

NOTED
E. S. HUNTER

As requested in Mr. D. O. Christensen's letter of November 2, 1977, I concur that it is in the public interest to salvage and stockpile guardrail, hardware and guardrail and median posts at the stated costs.

G. K. Hossner
for G. L. Green

cc:
D. O. Christensen

cy Wimer
Moehring
Bud Shirley

RECEIVED
TECHNICAL SERVICES
NOV 9 '77
REFER TO Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 2, 1977

NOTED
C. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: N. Oakland Interchange-
Sutherlin Interchange Section
Pacific Highway
Douglas County

We propose to require the contractor on the project to remove the existing guardrail and metal median barrier. The contractor will be permitted to use any part of the removed material which meets current standards in the construction of new guardrail. It is anticipated there will be an excess of 34,925 feet of guardrail.

We will specify the unused rail members, posts and hardware remain the property of the State. The contractor will stockpile the salvaged material in the State stockpile site near Brockway at the direction of the engineer.

RECEIVED
TECHNICAL SERVICES
NOV 3 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The project will be credited in the amount of $0.0749 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.015 per pound.

2. Extra cost to the contractor for hauling and stockpiling in the stockpile site = $0.0599 per pound.

The salvage value of the posts is considered to be $1.00 each. We estimate about 80% of the total number of posts will be reusable. The cost to the contractor for handling, sorting and hauling to the stockpile site is $5.79 per post.

Form 81-734-3122

The estimated quantities and costs are:

Guardrail and hardware-- 253,435 lbs. @ $0.0749 =	$18,982.00
Guardrail and median barrier posts-- 1463 @ $6.79 =	$ 9,934.00
Total	$28,916.00

Initially the project will be credited for $28,916.00. The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the stockpile site is determined.

This proposal has been discussed by telephone and tentatively approved by Mr. Hossner of the F.H.W.A.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Head of Engineering
By:

Duane O. Christensen
Duane O. Christensen
Final Design Engineer

FE:ab
cc: E. S. Hunter
Gerald Wimer
D. H. Moehring
Alfred Shirley
Jack Sullivan
Fred Eriksen

8654

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

November 1, 1977

North Oakland Interchange -
Sutherlin Interchange Section
Pacific Highway
Douglas County
Bridge No. 7563A and 7564A

For the structural deck overlays of the above structures, we propose to specify a choice of the following polymer modified concretes as an alternate to low water-cement ratio dense concrete: ARCO Dyles 1186, Deco-Rez 4776, DOW SM-100 Modifier A and Thermoflex 8002. We request that these deck overlays be included as a Category 2 experimental project (FHPM 6-4-2-2) under the approved work plan submitted to your office December 8, 1975 for the deck overlays of the Hilgard-La Grande Section. The experimental feature will be identified on the P. S. and E submittal.

Walter J. Hart
Structural Design Engineer

cc: E. S. Hunter
D. H. Moehring

cy Versteeg
12-1-77

RECEIVED
TECHNICAL SERVICES
NOV 2 '77
REFER TO
FOR
Info Invest R/W D/R Sign Act File

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15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 21, 1977

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: N. Oakland-Sutherlin Interchange
Pacific Highway
Douglas County

TO: MEMO TO THE FILES

Preliminary contract plans for the section were reviewed at Vern Shull's office in Roseburg and on the project.

Participating in the plan review were:

Jim Gix, Region 3 Construction Engineer
Tom Lowe, Area Engineer, FHWA
George Hopkins, Construction Field Engineer
Vern Shull, Resident Engineer
Fred Yarbrough, Soils and Geology Engineer
Paul Galloway, Specifications
Bill Beard, Temp. Prot. & Dir. of Traffic
Tom Bricher, Structural Design
Dick Leu, Designer
Fred Eriksen, Design Engineer Supervisor

The following plan and specification details were discussed:

1. The Green Valley Road stage construction typical section had indicated a 28 foot work area for center column construction and 24 feet on each side for traffic. This had been reviewed with Structural Design and will be changed to a 20 foot work area with 30 feet on each side for traffic. The paved shoulders will have to be widened an additional 2 feet on each side to provide the 30 foot width.

2. Details for the removal of the Green Valley and Manning Road structures were not in the plans. We have discussed the removal of the two bridges with Structural Design and will add a stage construction plan. Stage 1 will show removal of the end bents and construction of a single lane roadway through the end bent area. Stage 2 will show removal of the main span over the existing roadway. The specifications probably should place a time limit on stoppage of freeway traffic, should the contractor propose a plan to use explosives to drop the whole structure at once.

3. Addition of cut-off trenches and perforated pipe was requested at Stas. 1615+75, 1623+00, 1666+00 and 1672+00. Extension of the cut-off trenches and perforated pipes across the roadway between Sta. 1700 and 1725 was requested.

4. Maintenance requests all excess guardrail and median posts, excess guardrail and hardware be delivered to the Brockway Maintenance yard.

5. The right of way line from Sta. 1630 to Sta. 1660 on the right and Sta. 166- to 1680 Left should be fenced.

6. The drainage shown on the plans from Sta. 1701+00 to 1710+00 Right should be revised to eliminate erosion problems on the adjacent property. A plan to construct a continuous drain ditch from approximately Sta. 1698 to 1710 Right which would run all the water to an existing drainage at Sta. 1698 Right was presented. The ditch between Sta. 1705+50 and 1706 will have to go around the end of a ridge on an easement outside the right of way.

7. Some differences between the stage construction plan for Calapooya Creek and Stearns Lane and the Temporary Protection and Direction of Traffic plan were discussed. We will resolve the differences.

8. The specifications should state that no haul cross-overs of the median will be permitted on the project.

9. Surfacing aggregates will have to come from commercial sources, since an acceptable source cannot be provided.

10. The Region requests impact panels at the ends of the Calapooya and Stearns Lane structures. In joining the three Calapooya structures it was thought that diaphragms would strengthen the joint. The Region indicated it was impossible to maintain the surfacing over the existing joints.

11. It was requested that piling be eliminated and spread footings substituted at the Green Valley structure, since so few piling would be needed for the project.

12. Mr. Lowe requested that we investigate the possibility of eliminating the excavation on one side of the cut, Sta. 1727 to Sta. 1745, by shifting the centerline. A review of the cross-sections shows we would have to acquire additional right of way to accomplish that. A flattening of the curve would result in larger excavation quantities since the cut is higher on the inside of the curve.

13. Mr. Yarbrough recommended the addition of perforated drain in the fill slope Right of Sta. 1704+11.

FE:az
cc: All Participants

1 Versteeg ✓
2 Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 25 1977
ENGINEERING SECTION

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Do Not File ☐
Return To
Bring Up / /
Action

8654 1-5

STATE OF OREGON INTEROFFICE MEMO

TO: Memo to the file

DATE: October 19, 1977

T.E. Bricher

FROM: T. E. Bricher
Senior Structural Designer

SUBJECT: Plans In Hand Review of
North Oakland Interchange
Sutherlin Interchange Section

1 Versteeg ✓
2 Christensen
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Fred Eriksen, Bill Beard, Paul Galloway, Dick Leu, Fred Yarbrough and I met with James Gix, Vern Shull and George Hopkins in Roseburg on October 18, 1977 for a Plans in Hand Review of the North Oakland Interchange - Sutherlin Interchange Section which includes the Green Valley Road structure.

Mr. Gix wanted assurance that Calapooya Creek and Stearns Lane structures would be tied to their respective widened sections prior to overlaying the decks. He did not want the overlay method referred to as Iowa "slurry" as stated in the Grading Plans.

A discussion was held on methods of removing the existing Manning Road and Green Valley Road structures. It was agreed that traffic could be reduced to one lane each way and could be delayed for a maximum of 20 minutes at a time. Mr. Gix suggested the possibility of one falsework bent in the median and removing half the structure at a time. Another possibility would be to remove part of the end fills, divert traffic under the end spans, remove the center span, move traffic back to the normal lanes, and remove the end spans. It was suggested that the entire deck could be taken off, if the pieces were caught, while traffic was moving and then drop the beams during traffic delays.

A final suggestion was to let the Contractor propose a method of structure removal and the Engineer could approve or disapprove it.

Mr. Gix stated that it would be necessary to hide any waste concrete as they were in court on a present job over this matter. Mr. Shull thought the concrete from existing structures could be buried in a waste area nearby.

A tour of the proposed project was then taken with several stops to view drainage problem areas and the Green Valley and Manning Road Structures. Mr. Tom Lowe, FHWA District Engineer, joined us in the field during this time.

Mr. Hopkins questioned the use of six piling at Bent 3 of the proposed Green Valley Road structure. He stated he would contact Jack Davis to check the feasibility of eliminating piling from the job.

REFERRED TO
Beard Dorn
Cole Sample
✓ Erikson TE Watson
Hager Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

TEB:dls

cc: Fred Eriksen ✓
Paul Galloway
Jack Davis
Ken Archibald

81-125-1387

8654

9

August 25, 1977

Board of County Commissioners
Douglas County
Courthouse
Roseburg, OR 97470

MISC. CONTRACTS and
AGREEMENTS No. 6170

Attention: Doris L. Wadsworth
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the North Oakland Interchange-Sutherlin Interchange Section on the Pacific Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8654

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 19, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Calapooya Creek Bridge
Stearns Lane Overcrossing
N. Oakland Intch.-Sutherlin Intch. Sec.
Douglas County
Bridges 7563A and 7564A

Here is some additional information about the existing longitudinal deck joints on the above project.

As part of the stage construction of the overlay, we feel that elimination of the longitudinal joints is necessary. Otherwise, we would not have waterproof longitudinal joints and could experience spalling at the edges of the dense concrete overlay.

We request that you approve this work for regular FAI funding.

Walter J. Hart
Structural Engineer

cc E. S. Hunter
D. H. Moehring
D. O. Christensen
G. N. Hopkins

RECEIVED
STATE HWY ENGR
JUL 20 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 22, 1977

In reply refer to: HBR.1-OR

SUBJECT:
Oregon Project I-5-3(-)137
N. Oakland Int.-Sutherlin Int. Section
Calapooya Creek Bridge - #7563A
Stearns Lane Overcrossings - #7564A

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer

Mr. Hart's June 13, 1977 letter requested approval to waterproof the joints and overlay the decks of these two bridges. There is some salt content on these bridges, although it is low. There also is some cracking and exposed rebar in these 6" to 6½" thick decks.

According to paragraph 8a of FHPM 6-7-2-7, construction of waterproof joints would be an additional stage of construction and eligible for Federal-aid Interstate Fund participation.

The placement of a deck overlay would also be an additional stage of construction and it, along with the ¼" scarification of the old deck, would be eligible for Federal-aid participation using Interstate Funds. Any restoration work would have to be done with other funds.

for G. L. Green

cc:
OSHD (W J Hart)

c y. Bud Shirley
7-26-77
ja

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FOR

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GENERAL FILES

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
E. S. HUNTER

June 13, 1977

Mr. Glen L. Green
Division Administrator
Federal Hwy. Administration
P. O. Box 300
Salem, OR 97308

Calapooya Creek Bridge
Stearns Lane Overcrossing
N. Oakland Interchange-
Sutherlin Interchange Sect,
Douglas County
Bridge No. 7563A & 7564A

The subject section is scheduled for an asphalt overlay of the roadway. The two structures in the project carrying I-5 freeway traffic need deck protection. Longitudinal and transverse deck joints will need to be taken care of. The salt content in the decks is low. There is some cracking in the top and bottom of the deck and some exposed rebar in the deck surface. The deck thicknesses are 6" and 6 1/2". Enclosed are copies of field inspection reports and salt content inspections, as well as drawings of the bridge layouts and details.

We proposed to eliminate the troublesome longitudinal joints between the original structures and the widenings by removing the deck overhangs between structures back to beam centerlines and pouring new slab concrete across the opening and tying into the existing deck steel. In order to stiffen and increase deck capacity of the inadequate decks and provide deck protection at the same time we propose to remove the existing asphalt overlay and 1/4" of the concrete surface and structurally overlay with 2" of dense, low slump or latex modified, concrete.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

The estimated cost of the above work is $241,000 including an allowance for engineering and contingencies. This is being submitted for your approval.

Walter J Hant

Walter J. Hant
Bridge Engineer

~~cc E. S.~~ Hunter
D. H. Moehring
D. O. Christensen
G. N. Hopkins

RECEIVED
STATE HWY ENGR
JUN 14 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

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8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 13, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: N. Oakland-Sutherlin Section
Pacific Highway
Douglas County

TO: MEMO TO THE FILES

NOTED
E. S. HUNTER

A review of the subject project indicates the following status:

1. Road Design plans complete except for details necessary in conjunction with the bridge deck repair proposed at Calapooya River and Stearns Road and related construction signing.

2. Right-of-way is anticipated to be clear in four months, which would mean a September date as the earliest possible letting date.

3. Bridge Design can complete structural details referred to in Item No. 1 in time for a September letting if a priority need is established for it.

4. Material source to be commercial.

Based on the above the project should be scheduled for a September, 1977, letting.

DOC:az
cc: E. S. Hunter
L. W. Rulien
A. Shirley
G. Potter
J. B. Boyd
L. K. Watson
A. Brummitt

RECEIVED
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APR 14 '77
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FOR
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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-3(110)137

STATE PROJECT NO.: See below

FROM: G. L. Green, Div. Administrator

PROGRAM NO.:

ITEM NO.: 70011

COUNTY NAME: Douglas

PROGRAM STAGE (*Check*) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 14 '77
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 12-17-76

FEDERAL ROUTE NUMBER: Interstate 5

STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION: "Oakland Junction-Sutherlin Juction Section"

GENERAL DESCRIPTION OF WORK: Acquisition of right of way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (*Specify*)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 11-26-76 letter, I approve the 8-9-76 relocation plan and you are authorized to proceed with the actual acquisition of right of way for the subject project at a total estimated cost of $24,000 - federal funds $22,100. Federal participation is limited to that right of way actually incorporated in the final location.

DATE: 1-10-77

SIGNATURE OF APPROVING OFFICIAL: G. K. Hessner fr.

TITLE: Division Administrator

FORM PR-1240 REV. 9-70 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. GOVERNMENT PRINTING OFFICE: 1975

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8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 28, 1976

Lyle K Watson

FROM: L. K. Watson
Design Team Supervisor

SUBJECT: N. Oakland-Sutherlin
Pacific Highway
Douglas County

TO: MEMO TO THE FILES

The plans have been completed on the subject project except for the following:

1. Bridge deck repair at Calapooya River and Stearns Road.
2. Additional temporary protection and direction of traffic may be required for structure work.

Present costs, excluding bridge deck repair, is $3,200,000. No further work will be done on this project until above details are received from Bridge.

LKW:az
cc: E. S. Hunter
A. E. Shirley
F. E. Terpin
Walt Hart, Bridge
C. G. Swenson
L. K. Watson

RECEIVED
STATE HWY ENGR
DEC 30 '76
REFER TO
FOR

8654

2

PRO 6-2

November 26, 1976

TO Executive Department
Federal Aid Coordination Unit

NAL SIGNED BY
D. E. SWAN

FROM for L. W. Rulien
Program Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 Executive memorandum 02-270-20, we are submitting one copy of the completed application for Federal Aid funding of the following Interstate project:

Item No.	Project No.	Section Name & PNRS No.
70011	I-5-3(110)137	Oakland Jct.-Sutherlin Jct. Sec. #7604-2-1630

GL:re

Enclosure

cc: G. L. Green (FHWA)
D. E. Swan

8654

8

PRO 6-2

November 26, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70011
Project No. I-5-3(110)137
Oakland Jct.-Sutherlin Jct. Sec.
Douglas County

Attached is data for the subject project.
We hereby request the following:

(1) Approval of the enclosed August 9, 1976 relocation plan for the family to be displaced.

(2) Authorization to proceed with all phases of right of way acquisition including relocation assistance at an estimated total cost of $24,000 with an obligation of $22,100 in federal funds. The right of way to be acquired is as outlined in red on the enclosed copy of right of way map.

Within a reasonable period of time and prior to displacement a comparable replacement dwelling will be available for the displaced family. This assurance is based on the enclosed relocation plan. Relocation assistance will be provided from the Region 3 Right of Way Office at 1058 W. Harvard Blvd. in Roseburg.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

CL:re

Attachment

cc: Alfred Shirley, Jr. (Region 3)
D. E. Swan

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

November 26, 1976

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 I-5, Sutherlin Jct. to N. 3.3 mi. 65	**ADT**	PRESENT 11,500	FUTURE 19,500 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Right of Way 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 I- 23	NUMBER 7 5-3

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Douglas		
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36) (37) U.S.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**			3.3	24,000	22,100	1,900	
5					**CONST** (CODE)		"Oakland Jct.-Sutherlin Jct. Section"					

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	3.3	24,000 (16) (23)	22,100 (24) (33)	1,900	
1	14	PROGRAM APPROVAL DATES					REMARKS	

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

November 26, 1976

ROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, Sutherlin Jct. to N. 3.3 mi.		11,500	19,500	96	10	Oregon	41	042	70011

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								I-	5-3	(110)	137	

DS	COUNTY NAME	CODE			PROGRAM STAGE
Interstate	Douglas	019			☐ 1 OR ☐ 2
---	ROUTE NO. I	FEDERAL-AID I-5	STATE 1	U.S.	

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW			3.3	24,000	22,100	1,900		
ONST (CODE)		"Oakland Jct.-Sutherlin Jct. Section"						ROW-250' min.; access control-Full; Parking Restrictions-complete.
CL		PROJECT TOTALS	3.3	24,000	22,100	1,900		

PROVAL DATES

REMARKS

-OVER-

OAKLAND JUNCTION - SUTHERLIN JUNCTION SECTION
PROJECT NO. I-5-3(110)137

Existing Facilities:

Roadway---4-12' lanes H.T. pave, variable 4 to 8 foot median and 10' shoulders.

Structures---Steans Lane O'xing Br. #7564A Length 90' RCDG, HCN.B 38' HCS.B 38'.

Calapooia Creek Bridge Br. #7563A, Length 321' RCDG, HCN.B 31' HCS.B 31'.

Green Valley Rd. U'xing, Br. #7562, Length 143' RCDG, HCN.B 29'6" VC 14'7" HCS.B 30' VC 14'11".

Manning Rd. U'xing, Br. #7561, Length 143' RCDG HCN.B 28'8" VC 14'6" HCS.B 28'7" VC 14'7".

Adjacent Sections:

South End --- 4-12' lanes H.T. Pave, 8' median and 10' shoulders.
North End --- 4-12' lanes H.T. Pave, 8' median and 10' shoulders.

Project Data: Work under this project consists of right of way acquisition all phases including incidentals and relocation assistance to provide for a future pavement overlay, and other construction necessary to upgrade the existing facility to conform with current Interstate Safety standards.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor Action project concurred in by FHWA on April 13, 1976.

IM 50-1-70 Requirements:
(1) State Clearinghouse---A-95 review letter of approval dated May 26, 1976.
(2) District 6 Clearinghouse---Notice of Intent was sent to the District Clearinghouse on April 23, 1976, and has lain before the Clearinghouse more than 30 days without action. It is therefore assumed that no adverse review or comments will be recieved from the District Clearinghouse on this project.

FHPM 7-7-5 Requirements:
(a) Public Hearings---Corridor/Design hearing held June 23, 1976.
(b) Location/Design---Approval granted by FHWA on Nov. 12, 1976.

Data for PR-37: Relocation Assistance

Moving Costs (1 family)	$ 500
Replacement housing	3,500
TOTAL	$4,000

Note: This project is in Congressional District No. 4.

8654 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
December 6, 1976

FROM: J. X. Wilson
J. X. WILSON
Regional Construction Engr.

SUBJECT: Pavement Patching
N. Oakland-Sutherlin Intchg. Sec.
Pacific Highway, I-5

TO: J. H. Versteeg
Road Design Engineer

With the inclusion of an adequate drainage system, a suggested design of which we submitted earlier, I don't believe we need to remove the extensive amount of deteriorated surface recommended in Vern Shull's letter dated September 13, 1976.

The existing pavement is badly cracked and distressed throughout the length of the project and has been a serious maintenance problem. It is possible that even with a good drainage system, some base problems will still remain. For that reason, I recommend some amount of money be set up in the project authorization for surface excavation and backfill with A.C. material. I have no basis for estimating but suggest something like $25,000. I have discussed this with Tom Lowe and he seems agreeable to this concept.

jxw/cw

REFERRED TO
Beard ____ Reed ____
Cole ____ Sample ____
Eriksen ____ ✓ Watson JW
Hager ____ Wolfe ____
Return [✓ Discuss] Do File Copy Due ____
BY ~~FINAL~~ DESIGN ENGINEER

1 Versteeg ✓
Olson ____
2 [illegible] Doc
Scott ____
3 Swenson [illegible]
Savage ____
Trout ____

RECEIVED
DEC 0 8 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To ____
Bring Up ____/____/____
Other ____

12-13-76
Looks reasonable
Proceed. Doc

8654

1-5

Salem, Oregdn
October 1, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

N. Oakland-Sutherlin Sec.
Pacific Highway
Douglas County

Vern Shull
Resident Engineer

The sign location of N. Oakland-Sutherlin was completed in 1973 and since then there has been spot safety and Motorist Service Signing (Logos) projects completed on this section. We would like an update on signing to determine if all the existing signs are as listed.

Enclosed is a listing of the signs with cross-sections received in 1973. I have inserted in red the stationing of the signs as they appear on our plans at the time they were installed on breakaway posts.

Below is a list of Motorist Service Signs as they appear on our plans. Could you please check these signs and their stationing and make any additions or deletions.

SB 1714+00	12'x8' Sign For Lodging
SB 1721+90	12'x8' Sign For Food
SB 1731+00	12'x8' Sign For Gas
SB 1757+25	Footings Only (Camping)

Correct the stationing of existing signs and show stationing and take cross-sections of signs not on the lists. These cross-sections should extend a distance of 50 feet from the edge of travel way (fogline).

LB:az
cc: W. G. Beard
Lyle K. Watson

Versteeg
Olson
Christensen
Scott
Swenson
Savage
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OCT 04 1976
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Other

8654 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

August 30, 1976

FILE: LOC 17

J. X. Wilson

FROM: J. X. WILSON
Regional Construction Engr.

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: N. Oakland Jct.-Sutherlin
Pacific Highway
Douglas County

In your July 29 letter, you raised three questions concerning the subject project. Hopefully the following will supply the info needed.

1. We have no good material source to offer so recommend commercial sources.

2. We are awaiting decision and design from Bridge on a proposed reinforced concrete deck overlay which would approximate the A.C. roadway overlay. Al Harwood is working with Walt Hart on this item. You might contact Al for progress.

3. I contacted Bill McCaleb of the Fish and Wildlife Commission to determine if they contemplate requesting special treatment for this or any upcoming highway project. Bill stated, definitely, he has no particular concern with our proposed design of the subject project. Although they have no specific designs or ideas at this time, the Commission will be giving further thought for the future.

If you have any further questions, please let me know.

jxw/cw

cc Vern Shull

REFERRED TO
Beard ____ Rusell ____
Cole ____ Sample ____
Eriksen ____ ✓ Watson LW
Hager ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson ____
2 Christensen Do ←
Scott ____
3 Swenson LH
Savage ____
JH Copy Trout ____

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SEP 02 1976
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Receiver Keep ☐
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1-5

Salem, Oregon
July 29, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

A. E. Shirley
Region III Engineer

N. Oakland Jct.-Sutherlin
Pacific Highway
Douglas County

The following information is needed to complete the plans on the subject section.

The Cranfill Gravel Bar was proposed as a material source, but other sources were to be investigated. Will there be a material source provided or is the contractor to provide his own source? If a state furnished source is offered, a development plan and necessary permits will be required.

How is the 5" overlay to be handled at the Calapooya River structure? Since there is only 350'± between the Calapooya River and Stearns Road structures, what is your recommendation for feathering the overlay?

The Fish and Wildlife Commission have requested that their district biologist, Bill McCaleb, be contacted to provide information for the screening and passing of wildlife. Has he been contacted? What are the results?

_____ Versteeg _____
_____ Olson _____
_____ Christensen _____
_____ Scott _____
_____ Swenson _____
_____ Savage _____
_____ Trout _____
____

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Other __________
____

LKW:az
cc: C. G. Swenson
L. K. Watson

8654 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 23, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: N. Oakland-Sutherlin
Pacific Highway
Douglas County

TO: MEMO TO THE FILES

The existing guardrail and median barrier is non-galvanized and will become the property of the contractor. Median barrier posts should be removed or cutoff at the pavement level, at the contractor's option. Median Barrier posts may be used to cut guardrail blocks. Guard rail posts, in good condition, will be allowed in new guardrail construction. Posts, blocks, rails and hardware from recent spot safety projects may be used in new installations if in good condition.

LKW:az
cc: A. E. Shirley
C. G. Swenson

1 Versteeg ✓
Olson
2 Christensen DOC
Scott
Swenson
Savage
Trout

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JUL 26 1976
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Return To
Bring Up /
Other

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9

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 9, 1976

SUBJECT: Oregon Project I-5-3(-)137
Green Valley Road Uxing

In reply refer to: 1041BR.1

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. Scott Coulter, State Highway Engineer

Preliminary plans submitted with Mr. Hart's June 24, 1976, letter are approved.

For G. L. Green

RECEIVED
STATE HWY ENGR
AUG 10 '76
REFER TO
Hall Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Cy Rulien
8-16-76

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

[illegible]
I-5
[illegible]
[illegible]
Rd.
U-xing

File BR. 7562A

June 24, 1976

Mr. Glen Green
Division Administrator
Federal Highway Administration
P O Box 300
Salem, OR 97308

Dear Mr. Green:

Green Valley Road Uxing
Douglas County
1041B.3

Enclosed are two prints of Drawing No. 31416, the Plan and Elevation of the subject structure, and two copies of our Foundation Recommendation. (No vicinity map was made for this site.)

The replacement of this structure to accommodate the upgrading of the North Oakland Jct.-Winchester Section of the Pacific Highway to present standards was approved by your office in a memorandum dated April 2, 1976.

This section is scheduled for the September 21, 1976 bid letting.

Prestressed beam construction was chosen for this site for its economic and aesthetic values and to eliminate the need for falsework over the freeway.

The proposed 191-foot structure is estimated to cost $247,000. An alternate 212-foot structure without wingwalls was estimated to cost $267,700. These estimates were made from calculated quantities and include a 20% allowance for engineering and contingencies.

The choice of piling type used at Bent 3 will be based upon an economic analysis made during final design.

During bridge construction the Green Valley Road traffic will be detoured to the Manning Road Uxing. The latter will be removed and Manning Road closed upon completion of the Green Valley Road structure.

This is being sent to you as a preliminary submittal. Please return one print with your approval and/or comments.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

PMO/ag
Encls.

cc E. S. Hunter
C. T. Keasey
V. E. Skoog
A. Shirley w/encl. (1)

RECEIVED
STATE HWY ENG
JUN 25 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form FHWA 121 (Rev. 5-73)

I-5

5

2p

Manning R. U'xing

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 2, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project I-5-3(-)137
N. Oakland Jct.-Sutherlin Jct. Section
Pacific Highway

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed your March 16 letter involving justification for proposed construction in the area of the Green Valley Road and Manning Road structures.

The scheduled 5 inch overlay and safety work, including median widening and concrete barrier, would impose undue vertical and horizontal restrictions on traffic through the area of the two structures. The accident data provided substantiates the need for safety work on this section of freeway, and the sub-standard clearances at both structures would tend to negate any improvement achieved in the adjoining sections of roadway.

Of the five proposals and estimates submitted, we concur in your recommendation of plan number 1--median widening, removal of the two structures, reconstruct the Green Valley Road structure to present standards, and construction of a frontage road between Manning and Green Valley Roads.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
APR 6 '76
REFER TO
Versteeg
FOR

Info	Inves	R/D	D.R	Sign	Act	File
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cy Rubien
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Skoog
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A Shirley
4-6-76

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 16, 1976

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Salem, Oregon 97301

RE: N. Oakland Jct.-Sutherlin
Junction Section
Pacific Highway
Douglas County

Attention: Glenn Hossner

Dear Mr. Green:

As agreed upon in our meeting of February 27, 1976 with members of your staff, we are submitting this letter and attachments for justification of the following:

(1) Widening of existing 4-foot medians at M.P. 137.34 to 137.89 and M.P. 139.03 to 139.97 to 8.4-foot.

(2) Removal of existing structures at Green Valley Road (M.P. 139.11) and Manning Road (M.P. 139.65).

(3) Construction of a frontage road along the west side of the freeway between Manning Road and Green Valley Road.

(4) Construction of a new structure at Green Valley Road.

The above proposal was verbally approved by Glenn Hossner, Herb Schell and Tom Lowe subject to review and approval of the following justification:

The above area is within the 3.9-mile project from the North Oakland Junction to the Sutherlin Junction, which is scheduled for a 5-inch overlay and safety work. This section of highway had a 1974 ADT of 10,000 vehicles.

Form 81-734-3122

From 1972 through 1975, 22 people have been injured and one fatality has occurred within the two areas of the 4-foot median. (See accompanying map for accident locations, Insert #3). The installation of concrete median barrier will necessitate widening the median to 8.4 feet to provide adequate shy distance for safety (See attached typical section Insert #1). With the widening of the median on these two sections, 8.4 foot or wider median will exist from M.P. 71± to M.P. 191±, a distance of approximately 120 miles.

The additional cost to achieve the wider median in these two areas is $95,000 and is arrived at as follows:

M.P. 137.89 to M.P. 137.34

Grading and Drainage	$277,000	$313,000
Surfacing	184,000	205,000
Temp. Prot. & Direction of Traffic	5,000	4,000
	$466,000	$522,000
Difference		+ $56,000

M.P. 139.97 to M.P. 139.03

	4-foot	8.4-foot
Grading and Drainage	$241,000	$256,000
Surfacing	306,000	330,000
Temp. Prot. & Direction of Traffic	7,000	7,000
	$554,000	$593,000
Difference		+ $ 39,000
Total Difference =		$ 95,000

Two structures, one at Manning Road and one at Green Valley Road, will not provide adequate horizontal or vertical clearances after the application of the overlay, installation of the median barrier and widening of the median.

If the structures are not removed there will only be 2'8" of clearance from the edge of the travel lane to the concrete shoulder barrier which will need to be installed for protection along the columns. This is not sufficient. (See typical sections, Insert #2.).

RECEIVED
STATE HWY ENG'R
MAR 17 '76
REFER TO
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The present vertical clearance under both structures is 14.9 feet. With the removal of dips in the grade line and the addition of the 5-inch overlay, clearances at the edge of pavement will be reduced to 13.9 feet at Manning Road and 13.8 feet at Green Valley Road, both of which are unsatisfactory.

If the grade line was lowered under the structures to gain 16 feet of clearance the present dips in the grade line would be accentuated and clearance over the bridge footings would be reduced to approximately one foot. This is not sufficient as two feet is needed for frost protection.

As can be seen, it is necessary and recommended that both structures be removed. These structures were constructed under Project No. BFI-189(11) in 1953 and converted to I-5-3(41)135 in 1956. Interstate funds claimed were Manning Road $16,780.33 and Green Valley Road $17,828.74.

Attached are the five proposals and estimates as presented and discussed at our February 27, 1976 meeting. Of these proposals numbers 2, 3 and 4 are not viable due to the reasoning set forth above.

Of the remaining two proposals, 1and 5, we recommend plan number 1, which is the more economical of the two and eliminates one structure and the problems associated with providing a detour to the Manning Road area if a structure were to be rebuilt in that location.

Please review our recommendations to widen the median, remove the two structures, reconstruct the structure at Green Valley Road to present day standards and construct a frontage road between Manning and Green Valley Roads. We would appreciate your comments and approval in the near future so that we may proceed with the design of this section for an early bid letting.

Thank you very much for your time and consideration of this request.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Duane O. Christenson
Duane O. Christenson
Final Design Engineer

DOC:fw

Enclosures
cc: E. S. Hunter
V. E. Skoog
L. W. Rulien
W. J. Hart
F. E. Terpin
Alfred Shirley
Herb Schell

bc: Lyle Watson

8654

8

AN EQUAL OPPORTUNITY EMPLOYER

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

PROJECT MANAGEMENT
JUL 06 '76
REFER TO
FOR
Info
Investigate
R/D
Action
File
Letter

July 6, 1976
N. Oakland Junction-Sutherlin Junction
Pacific Highway Interstate Route 5
Douglas County

July 1, 1976

G. L. Green, FHWA
R. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
Walt Hart
G. N. Hopkins, Co-City
B. L. Gifford
D. E. Swan
A. Shirley, Jr.
J. C. McCormick
Aeronautics Division

L. W. Rulien
State Highway Division
State Highway Building
Salem, OR 97310

Dear Mr. Rulien:

Re: No. Oakland Jct.-Sutherlin Jct.
PNRS #7604 2 1630 (Dist 6)

The State Clearinghouse has received additional comments regarding your proposal and Environmental Assessment from the Department of Environmental Quality subsequent to issuance of the original sign-off letter of May 26, 1976. DEQ comments as follows:

Regarding the proposal itself:

> *WE ARE INTERESTED BUT REQUIRE MORE INFORMATION TO EVALUATE THE PROPOSAL...ADDITIONAL COMMENTS: NOISE...If this work is done, the right of way line would be relocated to within 12 feet of the nearest residence. Placing roadway such a distance from noise sensitive property has the potential to significantly impact the property, and this impact should be fully examined before final project approval.*

Regarding the Preliminary Environmental Assessment:

> *THE PRELIMINARY ENVIRONMENTAL ASSESSMENT IS INADEQUATE; FURTHER DOCUMENTATION IS NECESSARY. SEE REMARKS:...(Same as those above regarding noise and right of way)*

A copy of this letter should be forwarded to the federal funding agency as required by OMB A-95.

Sincerely,

William H. Young
Administrator

WHY:llh

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STATE HWY ENGR
JUL 7 '76
REFER TO
FOR
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D/R
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RECEIVED
JUL 14 1976
Office of
Assistant State Highway Engineer

BEN GIFFORD
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8

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
JUN 17 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Roseburg, Oregon
June 14, 1976

Mr. Ervin A. Geiszler
Rt. 2, Box 8290
Sutherlin, Oregon 97479

Dear Mr. Geiszler,

In reply to your letter regarding the proposed Highway construction and changes for I-5, North Oakland-Sutherlin.

We are proposing to construct a frontage road between the Manning Road structure and the Green Valley Road structure, on the westerly side of the Freeway.

The sequence of construction will be:

1. Construct and surface the frontage road and route all traffic over the Manning Road structure.
2. Remove and reconstruct the Green Valley structure and route all traffic over the New Green Valley structure.
3. Remove the Manning Road structure permanently.

The present plans will require the removal of the one house nearest to the present Green Valley structure.

Should a decision be made to go ahead with construction you will be contacted by a representative of the State Highway Right-of-Way Section. An appraisal will be made and a property settlement will be negotiated between yourself and the Highway Division.

At this time it is uncertain as to when construction would actually commence, however it is now believed it would be no sooner than October 1977.

Any further information desired concerning Right-of-way procedures should be directed to Mr. Virgil Wilson, Right-of-Way Supervisor, 1058 W. Harvard, Roseburg, telephone: 672-6755.

Any further information desired concerning construction should be directed to Mr. Alfred Shirley, Jr., Regional Engineer, 1523 S.E. Cobb St., Roseburg, telephone: 672-6588, or Vernon Shull, Resident Engineer, 1243 S.E. Stephens, Roseburg, telephone: 672-8666.

Very Truly yours,

Vernon E. Shull

Vernon E. Shull
Resident Engineer

W) 6-14-76
CC: C.W. Head
J.H. Versteeg

cc: Alfred Shirley, Jr.
Virgil Wilson J.X.W.

Form 81-734-3123

CON 21·2
I-5, Jc
JP.

June 9, 1976

Mr. Ervin A. Geissler
Route 2, Box 8290
Sutherlin, OR 97479

Dear Mr. Geissler:

This will acknowledge receipt of your letter of June 5, 1976, concerning the proposed construction of the North Oakland Interchange, Sutherlin Interchange, project in Douglas County.

I am forwarding your letter to Mr. Alfred Shirley, Regional Engineer, in Roseburg, to answer the questions outlined in your letter.

Mr. Shirley's phone number in Roseburg is 672-6541, extension 241.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kr

cc: Mr. Alfred Shirley
Regional Engineer
(w/enclosure)

Rt. 2, Box 8290
Sutherlin, Ore. 97479
June 5, 1976

Transportation Commission
Room 121
State Highway Building
Salem, Oregon 97310

Dear Sirs:

This letter is in connection to the proposed construction and changes in relationship to I-5 N. Oakland Jct. - Sutherlin Sect. Pacific Highway I-5, Douglas County.

I am a property owner whose property is affected by the proposed change. The property was formerly owned by Glenn and Lucille Ecker and I have purchased it from them. The questions that I have are as follows: (1) When, approximately, will construction begin? (2) When and how does a settlement take place concerning the value of land, buildings, etc? . The reason I ask these questions is because there is no question that the value of property continues to rise and if something like this will take place three years from here then the price would have to show the inflation and the cost increase.

According to the plans that I have viewed it calls for the removal of a house. What is the basis upon which value is set on a building? We have the house rented out and it is a source of added income to us. In order to replace it to produce income for us there would possibly have to be some consideration of what are present building cost, etc.

I don't know whether or not it will be of any value to you at the present to know that the house has 1190 Square feet. I assume that there will be communication or conversation regarding settlement should the proposal move ahead.

Any information that you can give to me concerning the questions that I may have will be greatly appreciated. I am aware that there will be hearings scheduled for June 23, and a person can state his views, etc. at that time, however, I will be out of the area at that time and would like to have as much information at the present that I can possible get for my own satisfaction.

An additional question that I have is whether or not the Green Valley overpass is scheduled for removal or if it is only the Manning road overpass? I do believe that if the Green Valley Road overpass is scheduled for removal that there will be quite a bit of static due to the amount of traffic that does pass over it. I would not oppose it personally, although I can see some real drawbacks should that be the case.

Thank you for your response to this letter.

Sincerely Yours,
Ervin A. Geiszler
Ervin A. Geiszler

RECEIVED
JUN 8 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
[illegible] HEAD

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1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 26, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: N. Oakland Jct.-Sutherlin Int. Sec.
Pacific Highway
Douglas County

TO: MEMO TO THE FILE

Several items relative to the project were discussed with J. X. Wilson by phone on May 24, 1976.

The A.D.T. for Green Valley Road is 100. During a six hour count, from 9:00 a.m. to 3:00 p.m. on a week day, only 1-2 axle truck was counted.

He is recommending that the overlay of the main highway should be feathered down to match the existing deck at the Stearns Road overcrossing.

The Calapooya River structure was reviewed at the same time with Mr. R. Pillsbury of FHWA. This structure was widened 16.2 feet Lt. and Rt. in 1958. The widened portions of the deck were not tied together except at the bents. The structure has short cantilever end spans and the existing deck is in poor shape. Repairs to the end spans and deck are required and he is to discuss it with Herb Schell of FHWA.

The Region has not received a request to review the decks on these two structures for a membrane seal.

I will submit, to Region, the revised alignment on the frontage road and Green Valley Road for their review. Prints of the cross-sections for these roads will also be submitted.

LKW:az
cc: Walt Hart
J. X. Wilson

1 Versteeg ✓
3 Olson
2 Christensen
Scott
4 Swenson
Savage
Trout

RECEIVED
MAY 27 1976
ROAD
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Requires Reply ☐
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Receiver Keep ☐
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8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
~~240~~ Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

PROJECT MANAGEMENT
MAY 27 '76
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

May 27, 1976
N. Oakland Jct.-Sutherlin Jct.
Pacific Hwy. Rt. 5
Douglas County

G. L. Green, FHWA
~~H. S. Coulter~~
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
Walt Hart
G. N. Hopkins, Co-City
B. L. Gifford
D. E. Swan
A..Shirley, Jr.
J. C. McCormick
Aeronautics Division

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Highway Division

PROJECT TITLE: N.Oakland Jct - Sutherlin Jct.

DATE: 5/26/76

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7604 2 1630

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
MAY 28 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

V GIFFORD
2-25 76

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7604 2 1630 Due Date: MAY 21 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(x) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We request that our district biologist (Bill McCaleb, 672-7726, Roseburg) be contacted to provide information for the screening and passing of wildlife to reduce road-kills.

Agency Fish & Wildlife By Norman Behrens
ENVIRONMENTAL MANAGEMENT SECTION 5/21/7

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7604 2 1630 **Return Date:** MAY 21 1976

The attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PRELIMINARY ENVIRONMENTAL ASSESSMENT

(X) The Preliminary Environmental Assessment is adequate. No significant effect on the environment is indicated and a negative declaration is justified.

(   ) The Preliminary Environmental Assessment is adequate. There is a significant effect on the environment and an Environmental Impact Statement should be prepared as required by the National Environmental Protection Act.

(   ) The Preliminary Environmental Assessment is inadequate; further documentation is necessary. See remarks below.

- - - - - - - - - - - - - - - - -

REMARKS

We request that our district biologist (Bill McCaleb, 672-7726, Roseburg) be contacted to provide information for the screening and passing of wildlife to reduce road-kills.

Agency Fish & Wildlife By Norman Behrens

ENVIRONMENTAL MANAGEMENT SECTION 5/21/76

8654

8

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

~~PRO 6-2~~

April 23, 1976

TO
Executive Department
Federal Aid Coordination Unit

Umpqua Regional Council
of Governments
Douglas County Courthouse Annex
205 S.E. Jackson Street
Roseburg, Oregon 97470

FROM
D E Swan
for George N. Hopkins
Asst. Project Management Engineer

SUBJECT
Notivce of Intent for Federal Aid Funds
State Administration District No. 6
N. Oakland Junction-Sutherlin Junction
Pacific Highway Interstate Route 5
Douglas County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be May 28, 1976.

Attachments

BLG:re

cc:
G. L. Green, FHWA
R. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
A. Shirley, Jr.
J. C. McCormick
Aeronautics Division

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
APR 28 '76
REFER TO

FOR
Info | Inves | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] **APPLICANT** [45 State Highway Division	46] **DIVISION** [79 Department of Transportation
03	12] **APPLICANT ADDRESS** **STREET** [45 State Highway Building	46] **CITY** [60 Salem — 76] **ZIP** [80 97310
04	12] **CONTACT PERSON** [45 L. W. Rullen	46] **AREA CODE** [48 503 — 49] **PHONE** [55 378 — 56] **EXTENSION** [59 6563
01	12] **PROJECT TITLE** [71 N. Oakland Jct.-Sutherlin Jct. District 6	
11	12] **PROJECT LOCATION—CITY** Pacific Highway Interstate Route 5	**PROJECT LOCATION—COUNTY** Douglas — **PROJECT LOCATION** [79 SEC: -- T: 25 S R: 5 W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05	This project involves preliminary engineering, acquisition of right-of-way,
06	12] grading, paving, str. and incidental work required to improve the facility to full [71
07	12] Federal-aid interstate standards. Termini from M.P. 139.97 to M.P. 136.66 overall [71
08	12] length 3.31 miles. [71
09	12] (see attachments) [71
10	12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
3,240,000		360,000			3,600,000

13	12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45	46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79
14	12] **FEDERAL PROGRAM TITLE** [71 Title 23 USC Highways	
15	12] **FEDERAL AGENCY NAME** [45 U.S. Department of Transportation	46] **FEDERAL SUB-AGENCY NAME** [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: April 23, 1976

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 May 43] DAY [44 28 45] YEAR [46 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: April 23, 1976

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This project is proposed by the State Highway Division as an Interstate Improvement. Action Plan procedures will be followed ie: Public Meetings, Hearing Offers.

(SEE ATTACHMENTS)

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 21 October 1975

A. PROJECT IDENTIFICATION

Name of Project N. Oakland Jct.-Sutherlin Int. (Section)

Location of Project Pacific (Highway Name) I-5 (Highway No., US - ORE)

west of Oakland (City) Douglas (County) III (Region)

Program FAI (Funding) $3,600,000 (Estimated Cost) 610-1934 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To upgrade the existing facility to current standards; work will include grading, paving, and possibly structures.

Origin and History: The present roadway dates from 1958-60. It is now substandard with respect to a number of design features; and it is in need of an overlay.

C. DESCRIPTION OF PROJECT

Length 3.31 miles

Termini M.P. 139.97 (south end of N. Oakland Jct.)
M.P. 136.66 (north end of Sutherlin Int.)

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
non major

(Form (1) 9-74)

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The project section is located in the rolling, sometimes steep topography of the Calapooya Creek drainage in the Umpqua River Basin.

Vegetation in the general area consists largely of oak, madrona, and Douglas Fir with some pine, ash and bigleaf maple. Open grassy balds are also common.

Geology is characterized by rhythmically bedded sandstones and siltstones of the Umpqua formation and by Quaternary Alluvium (deposits of silt, sand and gravel). Substantial cuts and fills are found over much of the existing section.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Oakland and Union Gap are by-passed by this portion of I-5 and the project terminates at the northwestern limits of Sutherlin. Consequently the only cultural development along the project is widely dispersed, rural farm and non-farm residential property, and cleared or semi-cleared grazing land.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Under Alternative 2 only (see below): two parcels totalling 4.65 acres with a possible residential displacement and relocation of one parcel;* remainder of land is rolling pasture with scattered trees

Typical Section 8 to 16' median, 4 twelve-foot travel lanes, 10-foot paved shoulders, 10-foot recovery areas (proposed)

Structures Green Valley Road and Manning Road U-xing structures are being investigated for possible upgrading to provide clearance to meet current standards.

Characteristics (ADT) 1974 ADT 10,200 vehicles

Other General Information (or Supplemental information to items)

The existing Manning Road U-xing structure does not meet current standards on horizontal and vertical clearance. It serves one property and one household. Manning Road terminates in a turn-around perhaps 200 yards west of I-5.

Project Sketch Map is Attached: ☒ Yes ☐ No
also vicinity map of most acute R/W problem

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)**

1. Maintain status quo (overlay and safety improvements)
2. Proposed work, with replacement of Manning Road U-xing by approx. one-half mile of frontage road and rebuilding Green Valley Rd. U-xing.
3. Proposed work, with rebuilding of both Manning Road and Green Valley Road Under-Crossings.

** Unable to determine preferred course of action at this time.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☒ Offering Required ☐ Recommended

Type

Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

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* The proposed R/W line would be 12 feet from the nearest residence and would remove its septic tank and seepage line. If the septic tank can be replaced, there will be no relocation; if septic tank approval cannot be obtained, the entire house will have to be removed.

For all alternatives there will be substantial clearing and grubbing and reworking of virtually all existing slopes--but within existing R/W. This is necessitated by the desire to widen the existing narrow 4 to 8 foot median, and to provide 10 foot paved shoulders and 6:1 sloped, 10 foot wide, crushed rock recovery areas beyond the shoulders-- which do not now exist but are called for by current standards.

For alternate 2 there is the additional impact of constructing 1/2 mile of frontage road where none presently exists. This portion of the proposal is balanced.

The cutting of slopes (typically interbedded siltstone-sandstone under weathered overburden) will generate some 155,000 C.Y. material while project embankment needs total 77,000 C.Y. Hence some 80,000 C.Y. waste material will require disposition. According to present plans, this will be emplaced on the job, within existing R/W, beyond the southbound shoulder between engineering stations 1697-1707.

Materials needs, exclusive of embankment, are thought to be 105,000 C.Y. crushed rock. There are no state-controlled sources in the project vicinity, but a number of private materials operations are reasonably near.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Under Alternate 2 only:

2 parcels: 0.25 acre (of an 11.0 acre existing unit)
4.40 acres (a 27 acre unit)
total need 4.65 acres

Consequences: The right-of-way requirement will displace a septic tank and seepage line, in addition to a well (the latter for a presently unoccupied rental trailer unit) which would have to be reestablished or there will be a relocation. Otherwise the viability of the parcels is not altered.

2. Estimated Changes in Traffic Patterns: Under Alternate 2 only: Traffic now using Manning Road U-xing structure (1 household) would be permanently routed over Green Valley Road and the proposed frontage road.

Consequences: The new trip for the parties in question does not appear appreciably different than that which must now be made.

3. Estimated Changes in Land Use: No direct changes except for the 4.65 acre conversion from sometime pasture to roadway use. There may be some potential for some secondary impact in that the remaining acreage of the 27 acre unit would receive new access via a new frontage road (Alt. #2).

Consequences: Uncertain, not likely to be foreseeably significant. This new access may afford an opportunity for the establishment of one or two mobile home sites.

4. Expected Adverse Effects on Natural Ecological Resources:

see attached Page 4a

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: Temporary denudation and disruption of roadway margins within existing right of way is anticipated. Such disturbance is also possible over new R/W if the frontage road proposal is implemented.

Consequences: No long-term consequences are anticipated.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other______________________

6. Preliminary Identification of Areas of Critical Environmental Concern:

7. Potential for Controversial Issues:

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

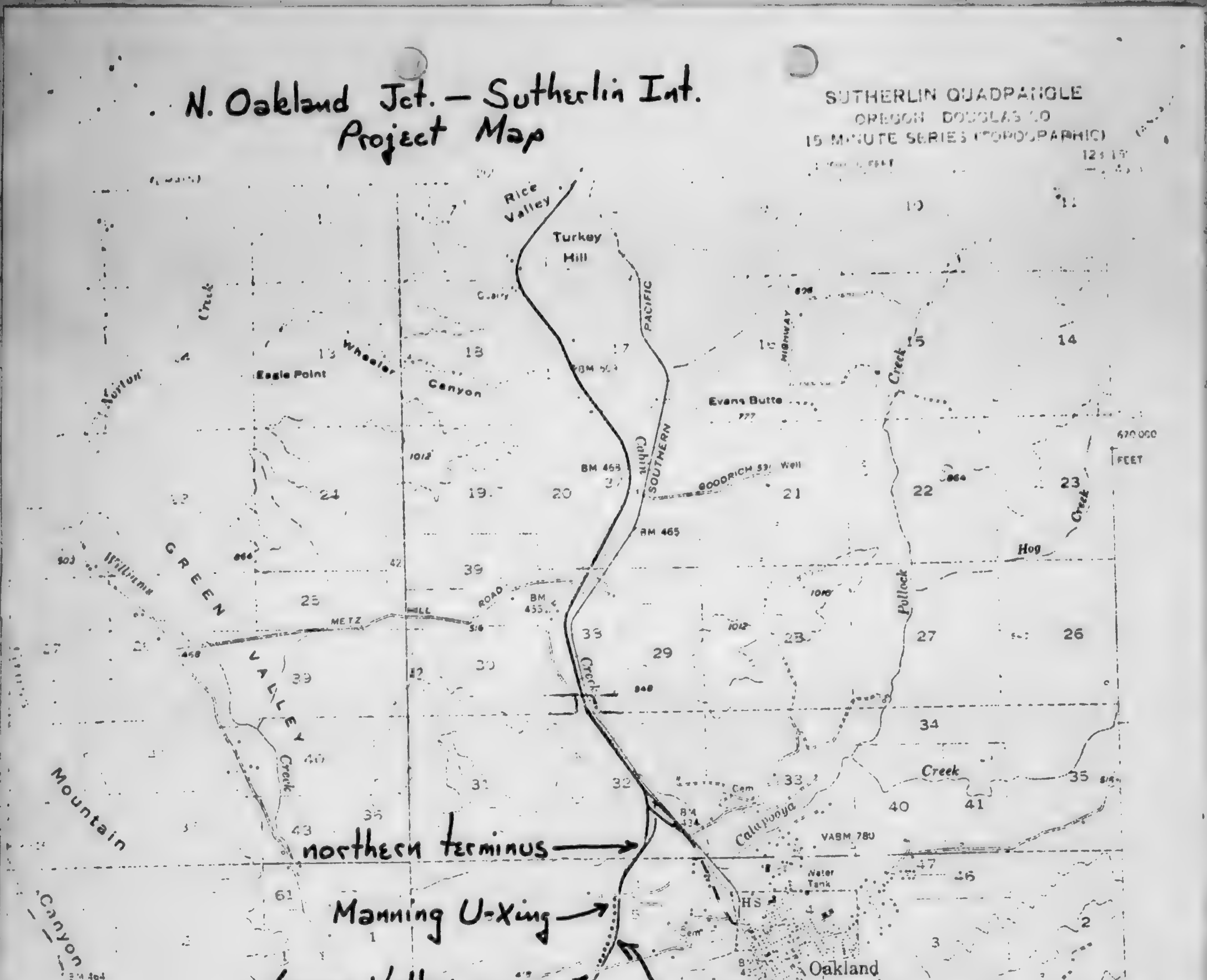
* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

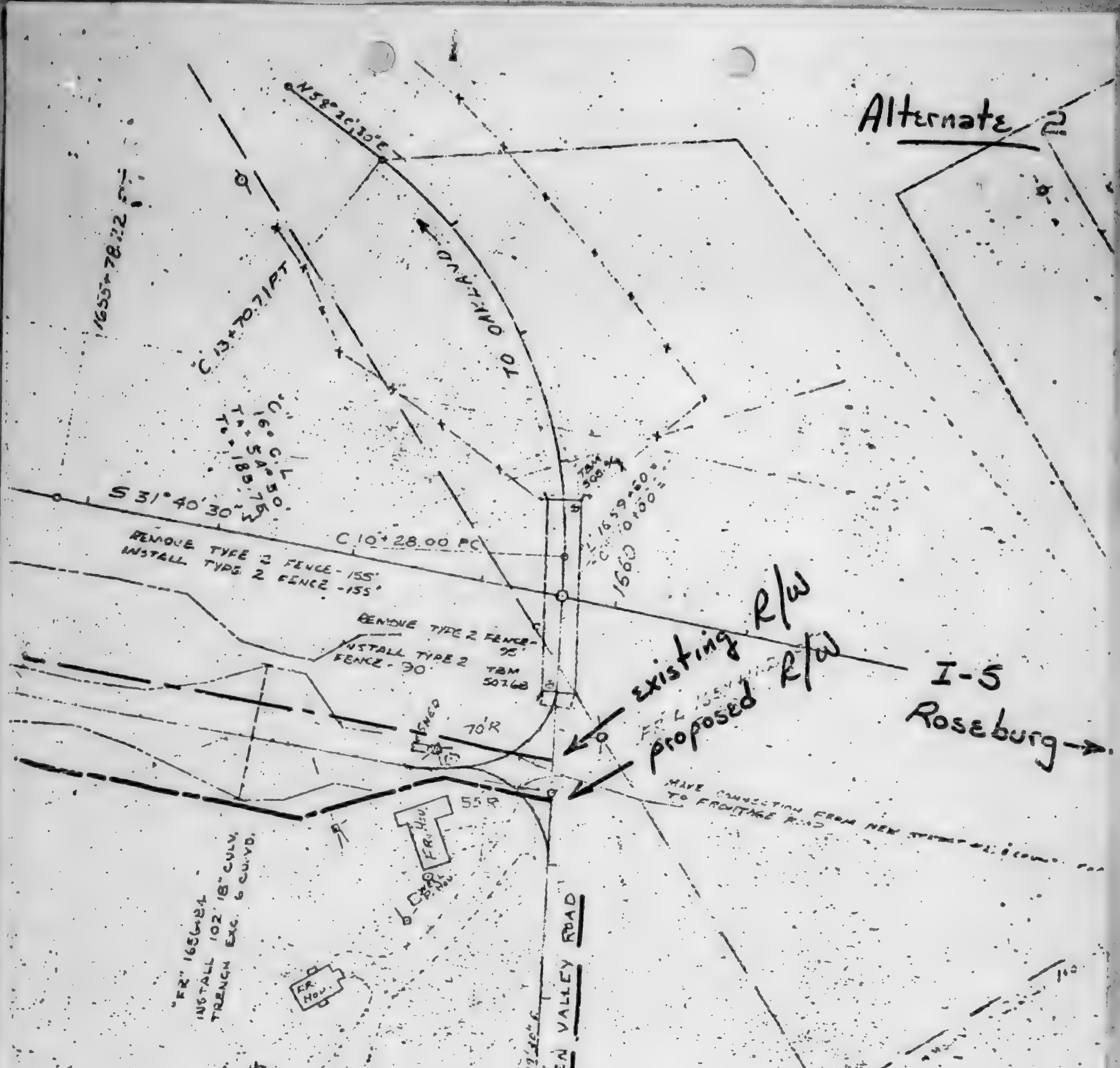
MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

N. Oakland Jct. – Sutherlin Int. Project Map




Alternate 2
N 58° 20' 30" E
1655+78.22
C 13+70.71 PT
TO OAKLAND
C
16° C.L.
Δ = 54° 30'
T = 185.75
S 31° 40' 30" W
C 10+28.00 PC
TBM 505.49
1659+50.00
C 0+00
1660
REMOVE TYPE 2 FENCE - 155'
INSTALL TYPE 2 FENCE - 155'
REMOVE TYPE 2 FENCE - 95'
INSTALL TYPE 2 FENCE - 90'
TBM 507.68
existing R/W
proposed R/W
I-5
Roseburg
SHED
70'R
55 R
MAKE CONNECTION FROM NEW ... TO FRONTAGE ROAD
FR. HOU.
"FR" 1656+24
INSTALL 102' 18" CULV.
TRENCH EXC. 6 CU. YD.
FR. HOU.
GREEN VALLEY ROAD
TRL. H.
TRL. HOU.
C 5+77.0 PT
C
10° C.L.
Δ 14° 10'
T 71.20
5
SUTHERLIN
C 4+35.33 PC
EAST LINE

8654

1-5

Salem, Oregon
April 22, 1976

LW.

Lyle K. Watson
Design Team Supervisor

Vernon Shull
Resident Engineer

N. Oakland-Sutherlin Section
Pacific Highway
Douglas County

As discussed with you by phone, enclosed are the field notes and a print of Green Valley Road. Additional alignment, levels and cross-sections are needed as indicated in red on the print.

A three line profile is required on the main line from Station 1655 to 1665. Actual elevations are needed to obtain a new profile grade for raising the Green Valley structure.

I discussed this request with John Grassman by phone this date.

LKW:fw
Enc.
cc: Alfred Shirley, Jr.
    L. L. Wallace

1 Versteeg ✓
Olson
2 Christensen Don
Scott
Swenson
Savage
Trout

RECEIVED
APR 23 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8654 1-5

Salem, Oregon
April 13, 1976

Lyle K. Watson
Lyle K. Watson
Design Team Supervisor

J. X. Wilson
Region 3 Construction Engineer

North Oakland-Sutherlin
Pacific Highway
Douglas County

I discussed the following items with you on Friday, April 9, 1976, which you are to review and make recommendations on.

1. Feathering the 5" overlay to match the bridge decks of Calapooya River and Stearns Road or dig down and backfill with full depth paving.
2. Review ADT for Green Valley Road.
3. ? — Typical section for frontage road between Manning Road and Green Valley to be 10' travel lanes and 2' shoulders. This road to be used as a detour during construction of the Green Valley structure.
4. Additional cross sections on the ramps in the South Oakland Interchange. Embankment widening of ramps on right or left.
5. Prepare a development plan for the Cranfell Bar to be used as a prospective material source. Preparation of the necessary permits required to use this bar.
6. Plan and cross sections for the proposed disposal area in the South Oakland Interchange.

#3 E.I.S. states only 1 family will be using this frontage road. Possible future of 1 to 2 mobile home sites could be established L.W.

LKW:jh

?

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout

RECEIVED
APR 14 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

REFERRED TO

Beard
Cole
Eriksen
Hager
Reed
Sample
✓ Watson LW
Wolfe

Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

8654 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 13, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project I-5-3(-)137
N Oakland Jct-Sutherlin Jct Section
Pacific Highway
Douglas County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 3, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

G. K. Hossner
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Engelmann, Region 3)

RECEIVED
STATE HWY ENGR
APR 16 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy [illegible]

RECEIVED
APR 16 1976
Office of
Assistant State Highway Engineer

8654

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 12, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: N. Oakland Interchange-Sutherlin
Pacific Highway
Douglas County

TO: MEMORANDUM TO THE FILES

Verbal approval has been received from Glenn Hossner to reconstruct the ramps in the South Oakland Interchange to 16' travel lane, 4' shoulder Lt. and 6' Right.

J. X. Wilson was contacted by phone and additional cross sections requested on these ramps.

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout

RECEIVED
APR 13 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring up
Other

LKW:jh
cc: Alfred Shirley

8654

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 1, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: N. Oakland Junction--
Sutherlin Junction Section
Pacific Highway
Douglas County

A meeting was held on Friday, February 27, 1976, with the following in attendance to discuss the subject project:

Herb Schell	FHWA
Glenn Hossner	FHWA
Tom Lowe	FHWA
J. H. Versteeg	OSHD
F. E. Terpin	OSHD
D. O. Christensen	OSHD
L. K. Watson	OSHD

In addition to the normal safety work on this section it is proposed to widen the existing 4 foot median to 8.4 feet and to provide 10 foot shoulders between mile point 139.97 and 139.03 and between mile point 137.89 and 137.34.

From 1972 through 1975, 22 people have been injured and 1 fatality has occurred within these two areas. The installation of concrete median barrier will necessitate widening the median to 8.4 feet to provide adequate shy distance for safety.

Two structures one at Manning Road and one at Green Valley Road will not provide adequate horizontal clearance for the proposed section. The removal of present dips under the structures and the addition of the overlay will reduce the vertical clearance to less than 14 feet. Several alternatives were discussed as to how these deficiencies could be corrected. It was verbally agreed by all that the Manning and Green Valley Road structures should be removed, a frontage road be constructed along the west side of the road between Manning and Green Valley Road and a new structure built at Green Valley Road.

Mr. Schell and Mr. Hossner gave verbal tenative approval to the above proposal subject to final review of the formal submittal with appropriate justification.

Mr. Watson will prepare the package for submittal to the FHWA.

DOC:az
cc: Herb Schell, FHWA
Glen L. Green, FHWA
J. H. Versteeg
F. E. Terpin

1 Versteeg ✓
2 Olson
Christensen
Scott
3 Swenson
Anderson
Trout

RECEIVED
MAR 2 1976

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring up
Other

8654 1-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

ROSEBURG, OREGON 97470

DATE FEBRUARY 26, 1976

TO MEMO TO THE FILE

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Anderson
Trout
Watson W

RECEIVED
MAR 1 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

FROM ELLIOTT PARKER
REGION 3 ENGINEERING GEOLOGIST

SUBJECT SLIDE STATION 1700 - 1720
N. OAKLAND JUNCTION-SUTHERLIN SECTION
PACIFIC HIGHWAY DOUGLAS COUNTY

Although there is evidence of slides in some areas of the subject project. They do not appear to constitute any major problem. These areas were inspected in detail in the spring of 1973 and, although this past winter was abnormally wet, no evidence of perceptible movement was apparent in a recent inspection of the areas. The extent and location of these slide areas are shown on an attached sketch map.

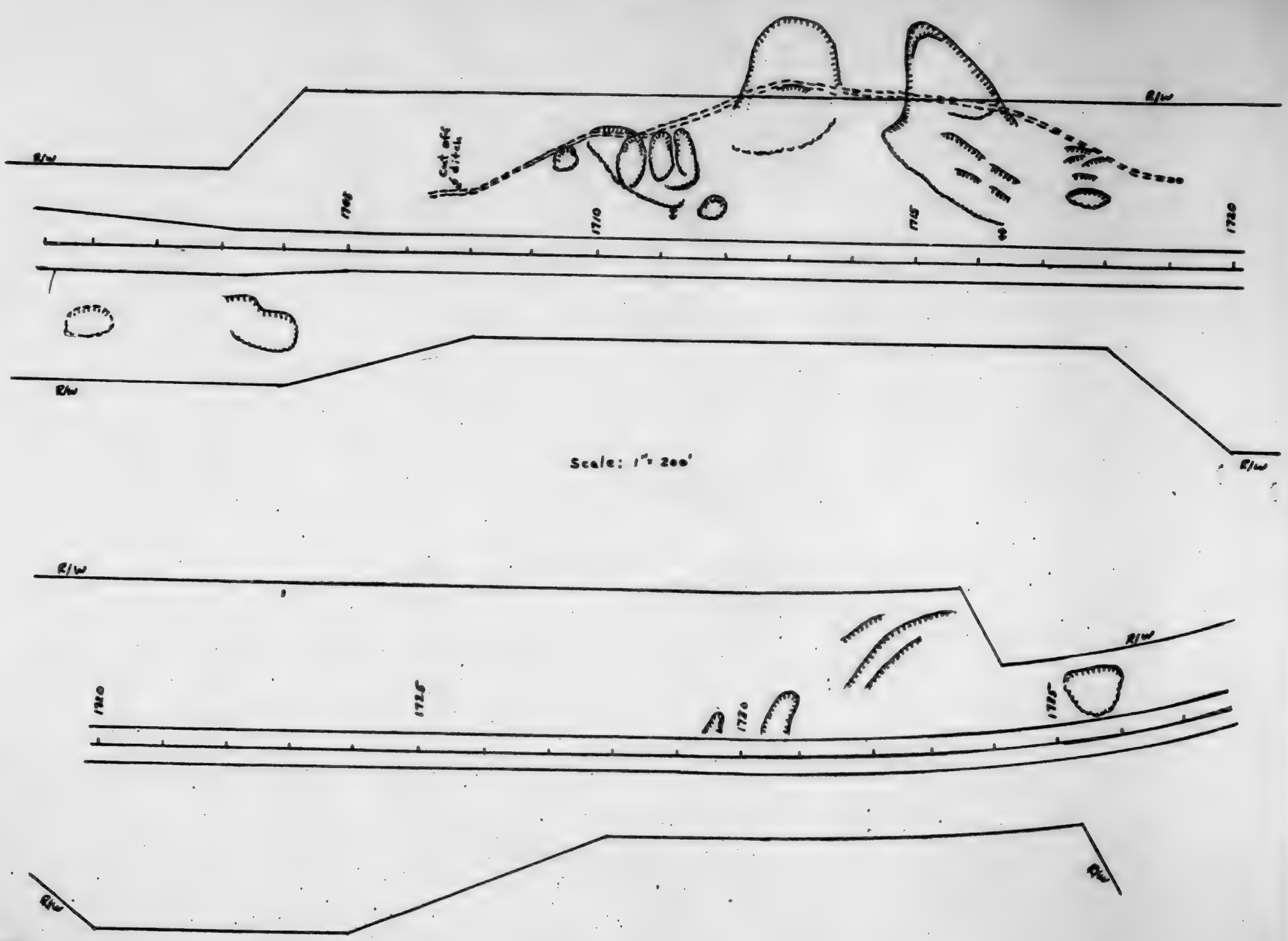
Two small slump areas occur in the existing embankment slope right of Station 1700-1705 (See photo 6). These failures apparently occured at some time when the embankment material became locally oversaturated. These failures occur within an area proposed as a waste area by the locating engineer. No major problems are anticipated with these small failure areas, but it is recommended that some embankment foundation excavation be carried out in these areas to make sure no subsurface seepage is trapped when the waste material is placed. If any seepage is encountered, some drainage may be required.

A number of failures occur in the cutslope left of Station 1708-1719 (See photos 1, 2, & 3). These appear to involve relatively shallow movement within overburden material and minor popouts in the existing cutslope. As indicated in the first paragraph, there does not appear to be any perceptible movement in these failure areas. Necessary earthwork on the proposed project through this area would be limited to minor filling in the existing ditchline, and no excavation of the existing cutslope would be required to obtain sufficient width for a standard roadbed. Since, (1) - proposed construction will not disturb the existing conditions in the area, (2) - the failure areas have been relatively stable for the past several years, and (3) - any corrective measures involving these failure areas would generate additional excess material on the project. There does not appear to be any justifiable need to do any correction work in this area.

Two old scars can be seen in the cutslope left of Station 1329-1331 when isolated areas of overburden material in the existing 30'-40' high 1:1 cutslope slumped out at some time in the past. No apparent additional movement has occured in these areas for some time. Proposed construction through this area will involve excavation of the existing cutslopes to widen the roadbed to standard width. The flatter cutslopes proposed for the new cutslopes should be stable, and no problem is anticipated.

The area left of Station 1731-1734 appears to have involved problems with slide activity in the overburden material at some time in the past. Several remnants of old tension cracks are found in the upper slope which was apparently laid back on a 2½:1 slope as a corrective measure. This corrective measure appears to have been successful since no slide activity has been noted for at least ten years. Proposed construction would involve 10'-15' wide slope cuts to widen the roadbed to standard design.

c.c. Lyle Watson
File


R/W
Cut off ditch
1705
1710
1715
1720
R/W
R/W
R/W
R/W
R/W
1720
1725
1730
1735
R/W
R/W

Scale: 1" = 200'

North Oakland Jct.-
Sutherlin
Pacific Highway
Douglas County

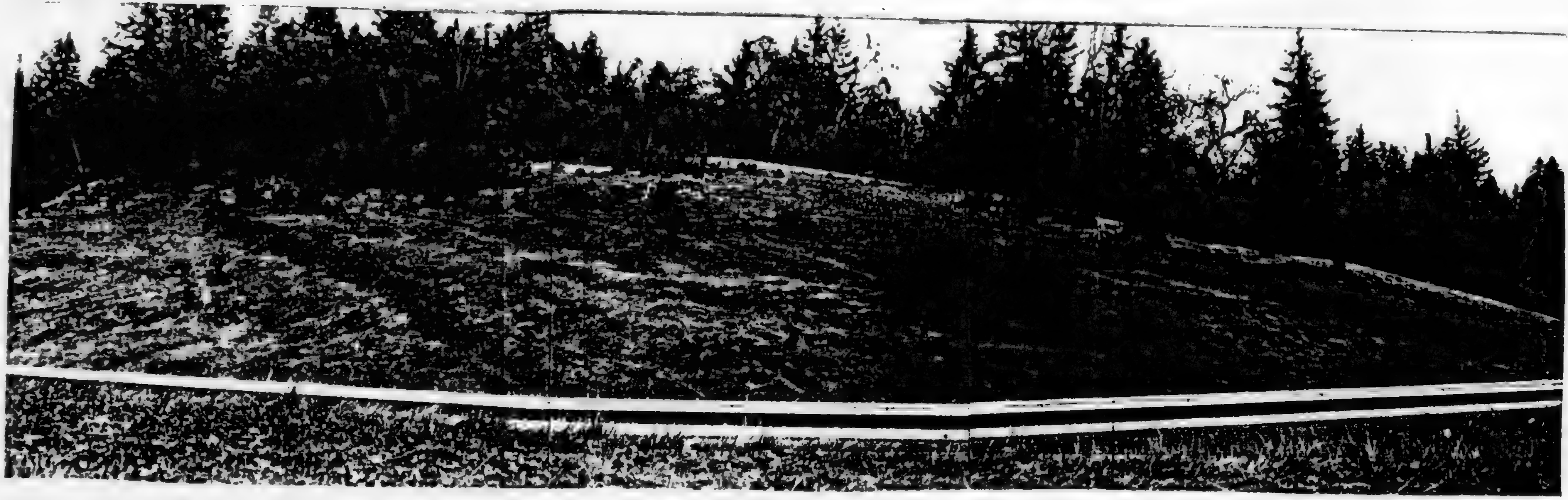


Photo 1 View of failures in existing cut slope Sta 1714+50-1719+00

North Oakland Jct.-Sutherlin
Pacific Highway
Douglas County

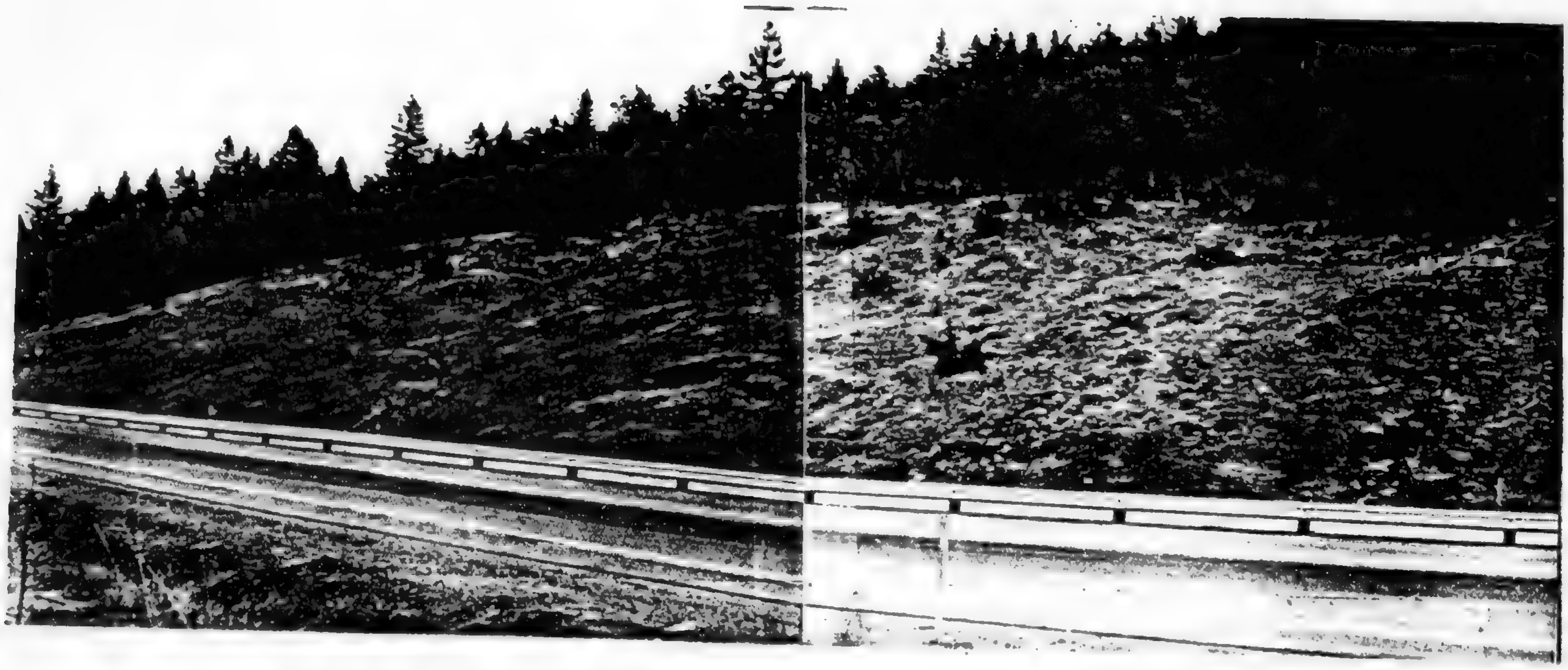


Photo 2 View of failures in existing cut slope Sta 1709-1714

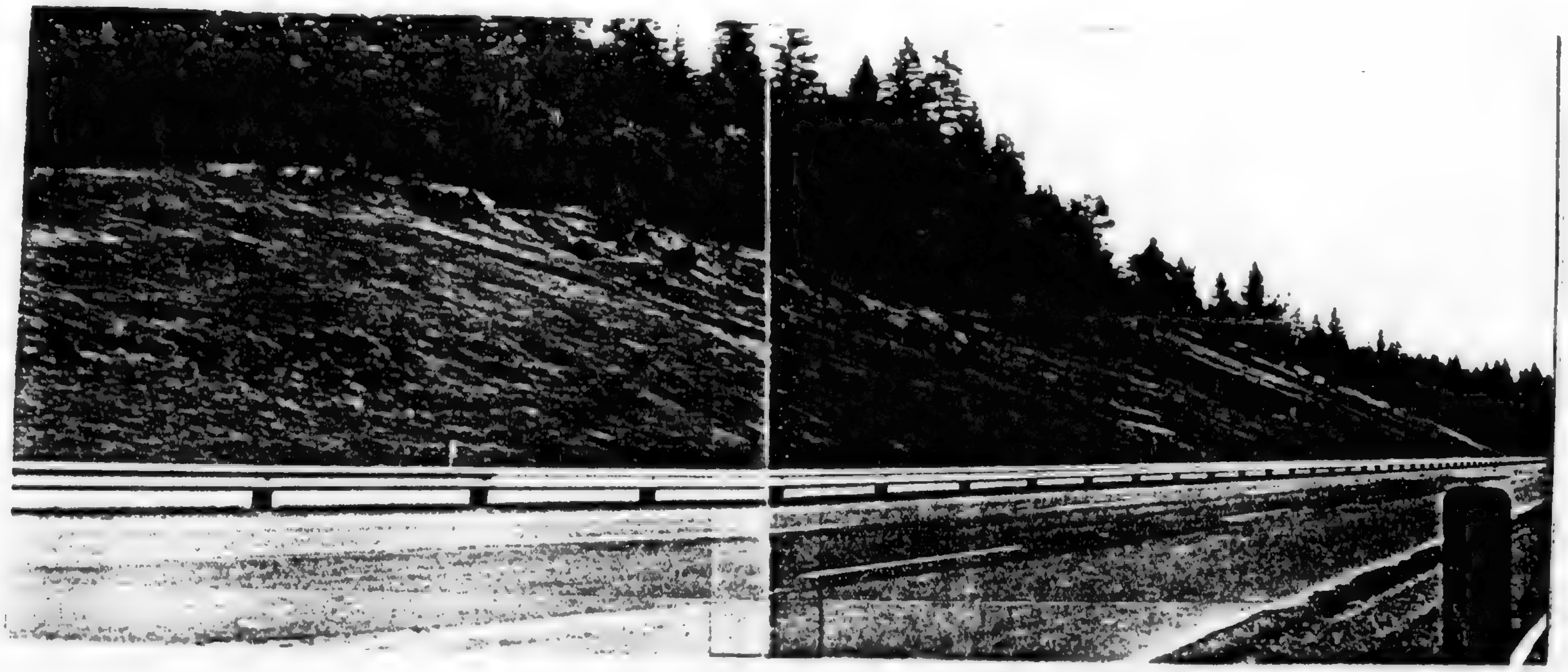


Photo 3 View of failures in existing cut slope Sta 1709-1720

North Oakland Jct.-Sutherlin
Pacific Highway
Douglas County

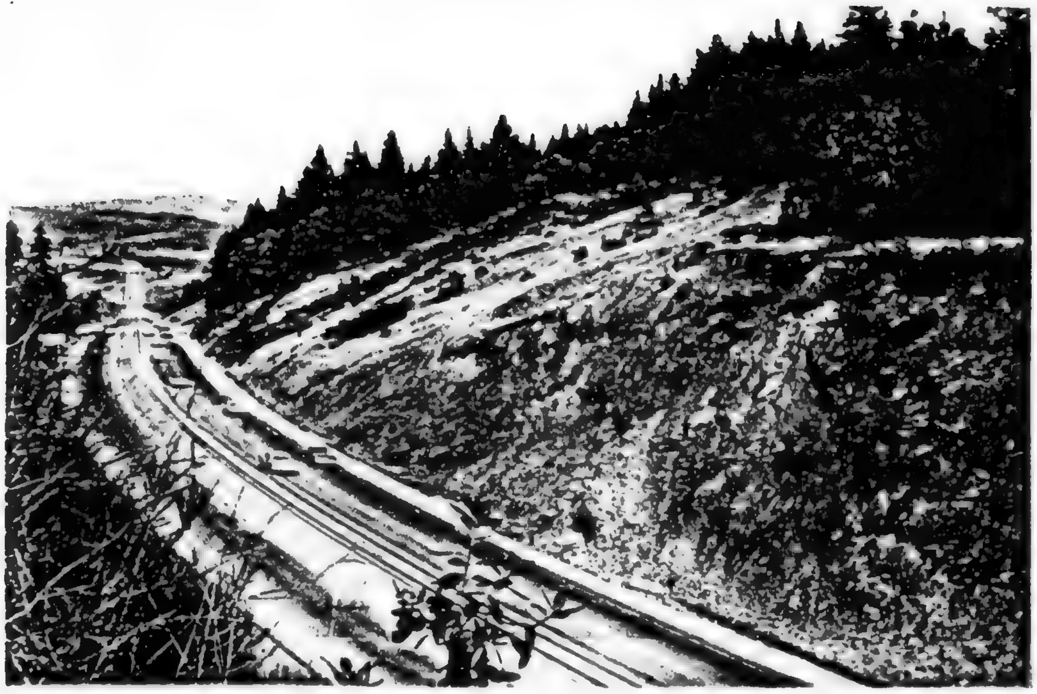


Photo 4 View of failures in existing cut slope
Sta 1729-1736

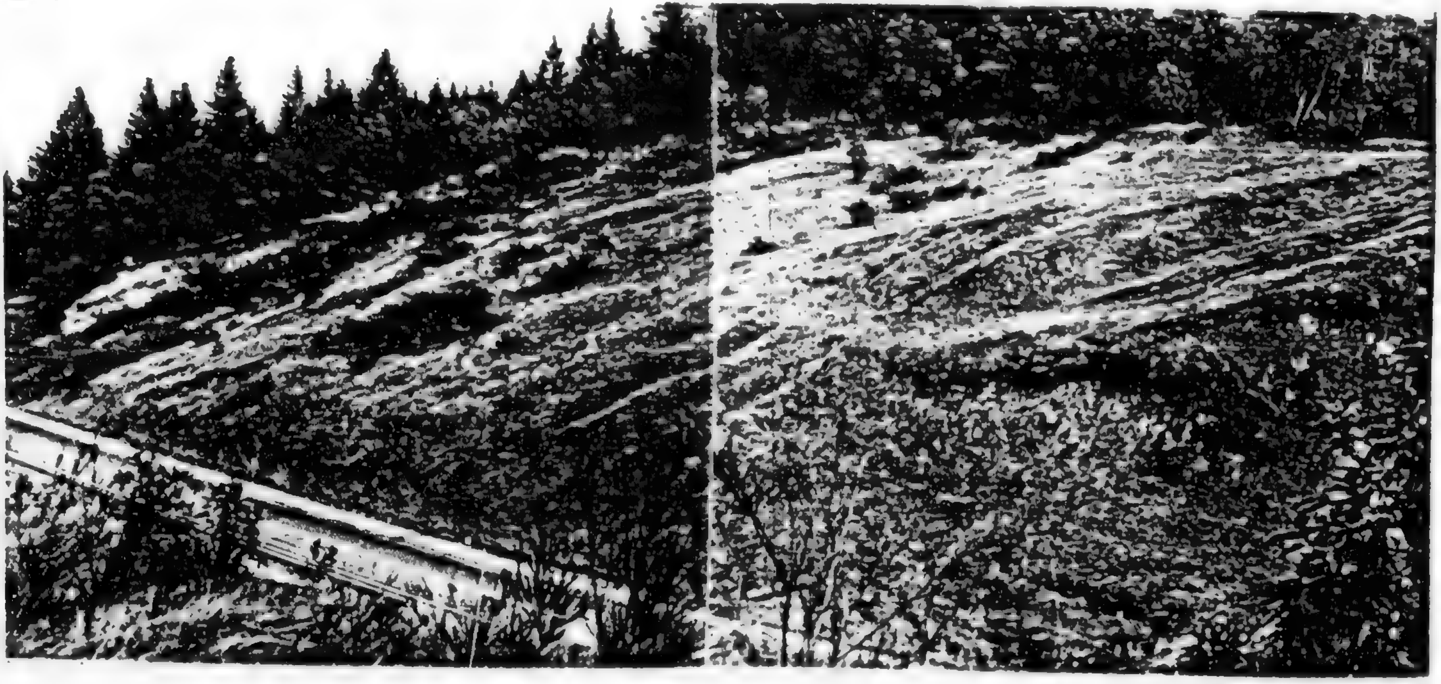


Photo 5 View of failures in existing cut slope Sta 1730-1734

North Oakland Jct.-Sutherlin
Pacific Highway
Douglas County

Photo 6 View of embankment failures between Sta 1700-1705 ~~at Sta 1703-1704~~

8654

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 10, 1975

In reply refer to: 1041DB

SUBJECT: Oregon Project I-5-3(-)136
N Oakland Junction-Sutherlin Interchange
Design Features

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

By October 24 letter Mr. Hunter requested approval to widen the median and to remove and replace the Manning and Green Valley undercrossing structures. Accident data and median maintenance costs were provided in support of the proposed work.

There are two separate issues that must be considered. First, is there sufficient justification to reconstruct this section of completed Interstate freeway to provide for a wider median and in so doing remove and reconstruct the two undercrossing structures? Second, if widening of the median is not justified, then what treatment is necessary at the structures to maintain sufficient clearances?

You indicate in your letter that the accident rate for this section of highway is twice that of the Statewide average for rural highways. I have reviewed your June 1975 Report of Accidents and find that the accident rate for this section of highway for the 5-year period covered by this report to be above the Statewide average in 1974, 1973, and 1971 and below the Statewide average in 1972 and 1970. The average accident rate for this section of highway for the 5-year period is very near the Statewide rural highway average for the same period.

A review of the accident diagram does not reveal a preponderance of accidents associated with the narrow median. The two fatalities appear to be completely unrelated to the roadway design.

The cost information relative to median rail maintenance indicated that the maintenance was not excessive. However, these costs should be greatly reduced with the installation of concrete median barrier.

RECEIVED
STATE HWY ENGR

NOV 12 '75

REFER TO
[illegible]

Orig-

FOR

Info	Inves	R-D	D-R	Sign	Act	File
					✓	

In view of the above I feel that the cost of complete reconstruction of this section of highway to obtain additional median width is not justified. Interstate-funded work on this section is therefore limited to the pavement overlay and associated roadside safety work.

In accomplishing the above work there are several alternatives that should be considered in determining the most reasonable solution to the undercrossing problems. Studies should be conducted for alternatives such as; lowering the grade, raising the structures, or replacing the structures. If replacement is necessary then the frontage road scheme should be considered.

G. L. Green

cc:
OSHD (Versteeg)

October 24, 1975

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

N. Oakland Junction-Sutherlin Interchange
Pacific Highway
Douglas County

This is in reply to your September 30 letter concerning our Environmental Assessment on the subject project. Rather than revise the assessment, it is our preference to justify design features in the normal fashion.

Attached are three prints of the accident diagrams and listings covering this section of highway. It can be plainly seen that most of the reported accidents are "fixed-object" type. Of these, a large percentage are median hits. Further substantiation of median problems is provided by the reports from our Regional office, three copies of which are also attached. This section of highway has an accident rate twice that of the State average for rural highways.

At both the Manning and Green Valley Road undercrossings, the existing highway has dips in order to secure even the substandard vertical clearance which now exists. On this safety job it would be our proposal to remove these dips, further reducing the vertical clearance.

Two proposals have been studied. One plan would remove and replace, with proper vertical and horizontal clearances, both the Manning and Green Valley structures. A second plan would remove both existing structures, replace the Green Valley structure and provide a frontage road from Manning Road to Green Valley Road on the west side of the highway.

In either case, it is our wish to widen the median to standard and, in so doing, remove and replace both of the substandard structures, at which time standard vertical and horizontal clearances will be obtained.

Our records show that less than $35,000 of Interstate funds were used on the two existing structures. They will cost in the neighborhood of $350,000 each to replace.

Your approval of this safety proposal is requested.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachments

bc F. B. Klaboe
R. L. Schroeder
J. H. Versteeg
G. A. Potter
L. W. Rulien
Walt Hart
Victor D. Wolfe
Alfred Shirley, Jr.

DNS:wc ja

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Sutherlin County Douglas
Intersection of Pacific Hwy and Sutherlin Int & N. Oakland Int.
Highway Number 1 (I 5) MP. 136.66 - MP 137.97
Period Covered 1-1-72 7-31-75
Compiled by [illegible] Drawn by Date 10-7-75

LEGEND

- ● Person Killed
- ◁----- Pedestrian Killed
- ○ Person Injured
- ◁----- Pedestrian Injured
- ←—— Property Damage Only
- ←→← Collision - Rear-end
- →← Collision - Head-on
- ↙ Collision - Sideswipe

- ◁----- Path of Pedestrian
- ←—— Path of Vehicle
- ←----- Path of Animal
- ←+—— Vehicle Moving
- ←○—— Vehicle Stopped
- ←+→ Vehicle Backing
- ▭ Properly Parked
- ▭ Improperly Parked
- ←∿∿ Vehicle Overturned
- ←⋀⋀ Vehicle Skidded

Fatal: MP. 139.30
Clr 7-15-72 1K
Dry 5:25 PM 1Inj.
Light
Sbd. Car blew Tire, Lost control
Struck by Sbd. Truck

Fatal: Not Included on Diagram
MP. 136.66 1K
Clr
Dry 8-28-74 1:45 A.M.
Dark
Nbd Truck struck Wbd Ped

Day- 21
Nite- 11
Total- 32

Collision Type	1972				1973				1974				7 Mos. 1975				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		4		4		1		1		1		1						6		6
Sideswipe	1			1										1		1	1	1		2
Turning Movement																				
Parking																				
Non-collision						2		2			1	1						2	1	3
Fixed Object		4	1	5		2	3	5		4	4	8		2	1	3		12	9	21
Pedestrian																				
Backing																				
Misc																				
TOTAL	1	8	1	10		5	3	8		5	5	10		3	1	4	1	21	10	32

Form E-261-6-70

Form 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI 14-7

Roseburg, Oregon
October 17, 1975

FROM: JAMES J. GIX
Regional Maintenance Engineer

TO: DON STOUDENMEYER
Road Design Section

SUBJECT: Median and Guardrail Damage
Oakland-Sutherlin Section
Pacific Highway

Attached you will find a report from District Engineer McCormick on the accident damage experience on subject section. There are an equivalent number of hits of lesser extent that are not reported and the responsible party is not located which causes an additional cost to routine maintenance. An exact cost is not available due to our reporting system. A conservative estimate would be for $1000 annual cost.

The particular section is in the Drain Maintenance Section. The rail damage on this section alone is approximately half of the workload for this type of activity in the entire section which extends northward approximately 32 miles to Divide.

JJG/cw
Attach.

cc J. McCormick

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Beard
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Wolfe
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BY FINAL DESIGN ENGINEER

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2 [illegible]
3 Jeppe... 7
Scott
Swenson
R. Olson
Trout

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Requires Approval
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Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg

FILE: MAI 5

FROM: Jack C. McCormick, District Engineer

Jack C. McCormick

TO: Jim Gix, Regional Maintenance Engineer

SUBJECT: Median and Guardrail Damage
Oakland-Sutherlin Section
Pacific Highway

Following is a list of guardrail and median rail hits over the last three years on the Oakland-Sutherlin Section of I-5.

Estimated repair costs for each accident is approximately $600 with an estimated annual cost of $4200.

Accidents from M.P. 136.52 to 140.27:

Northbound - Median Guardrail

M.P. 137.73
138.34
138.52
138.62
138.65
138.69
138.80
139.73

Outside and Inside

M.P. 140.12 outside
140.18 inside

Southbound - Median Guardrail

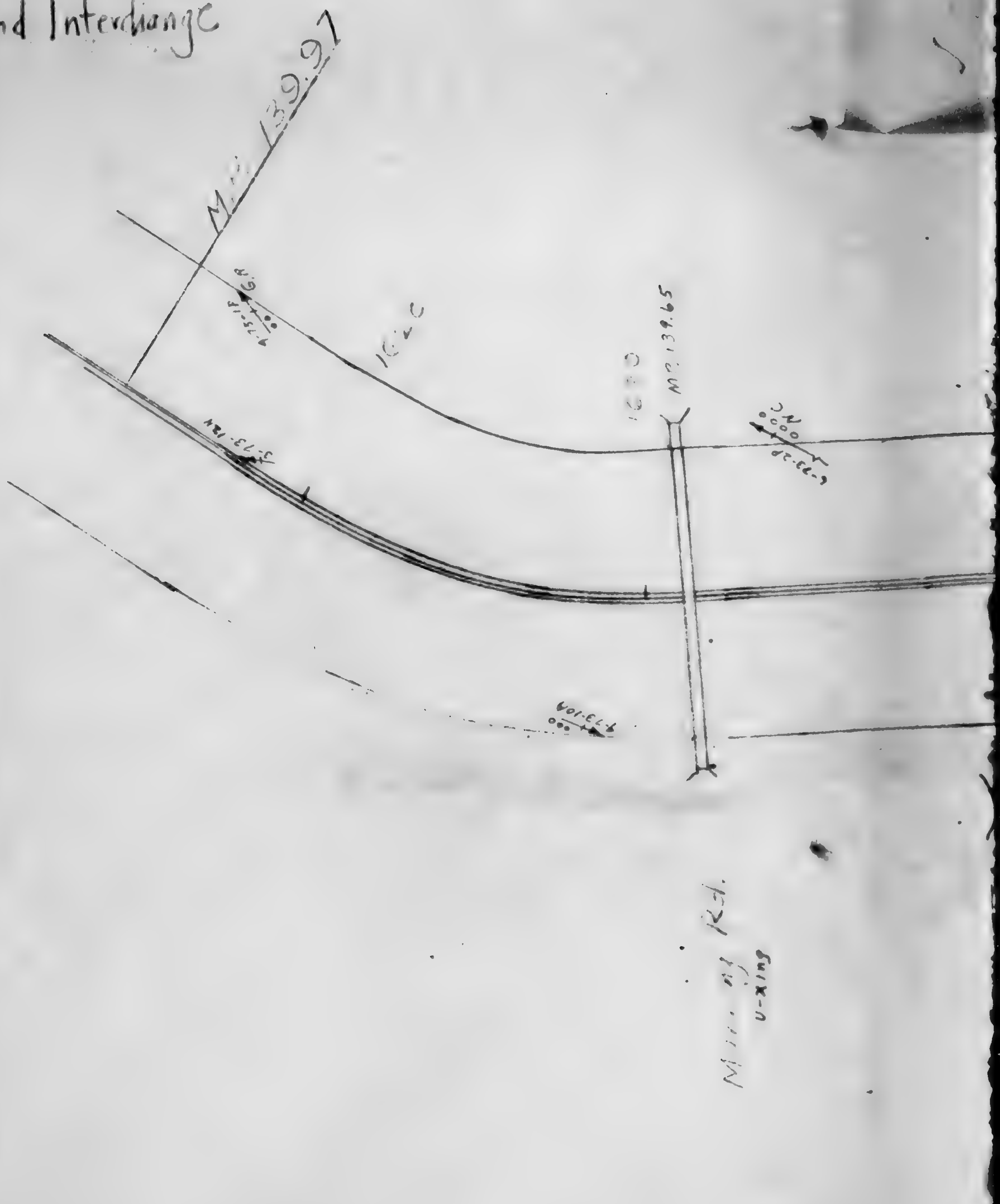
M.P.138.16
138.18
137.97
137.75
137.66
137.60
137.08
136.90

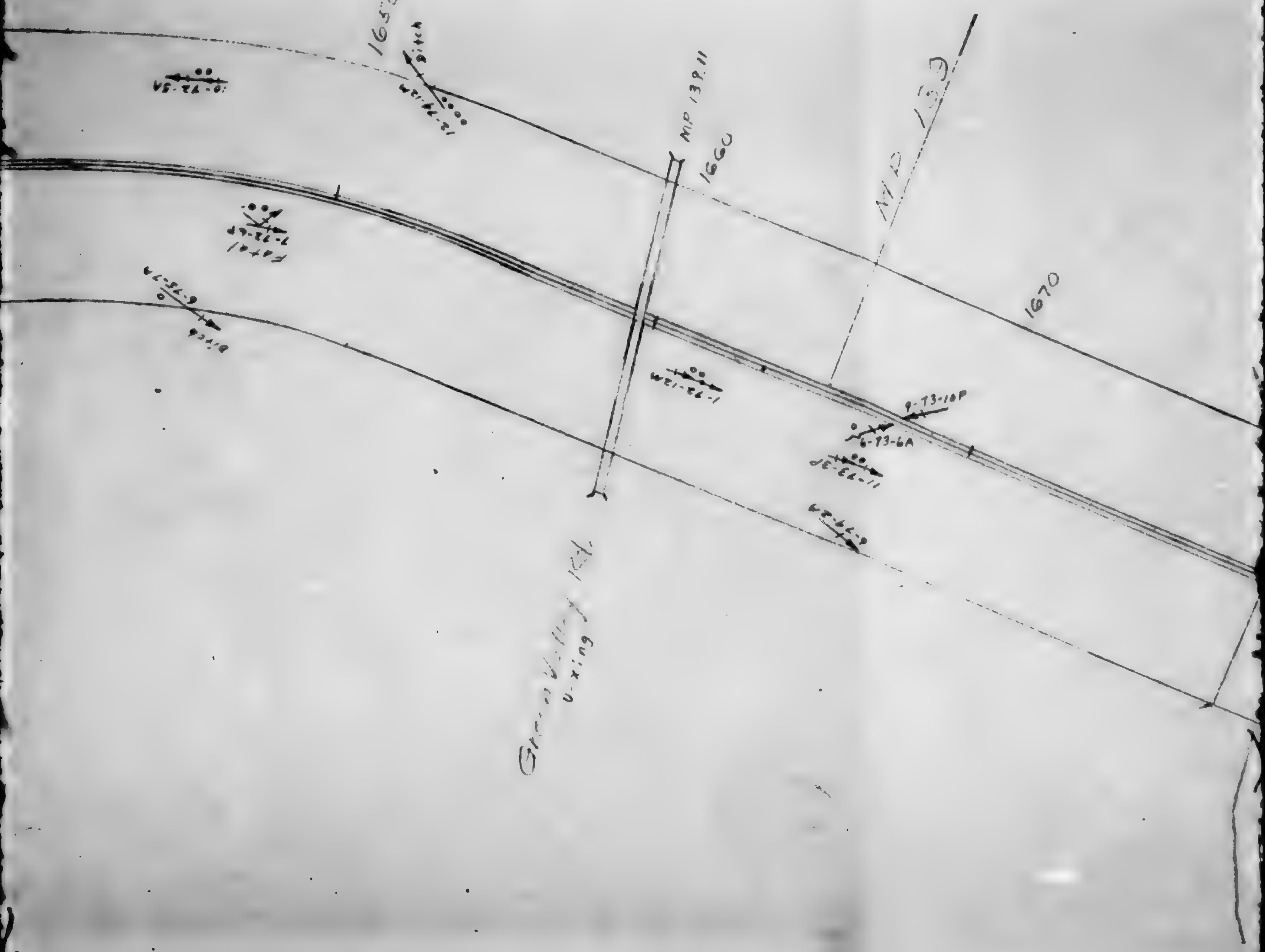
Outside Guardrail

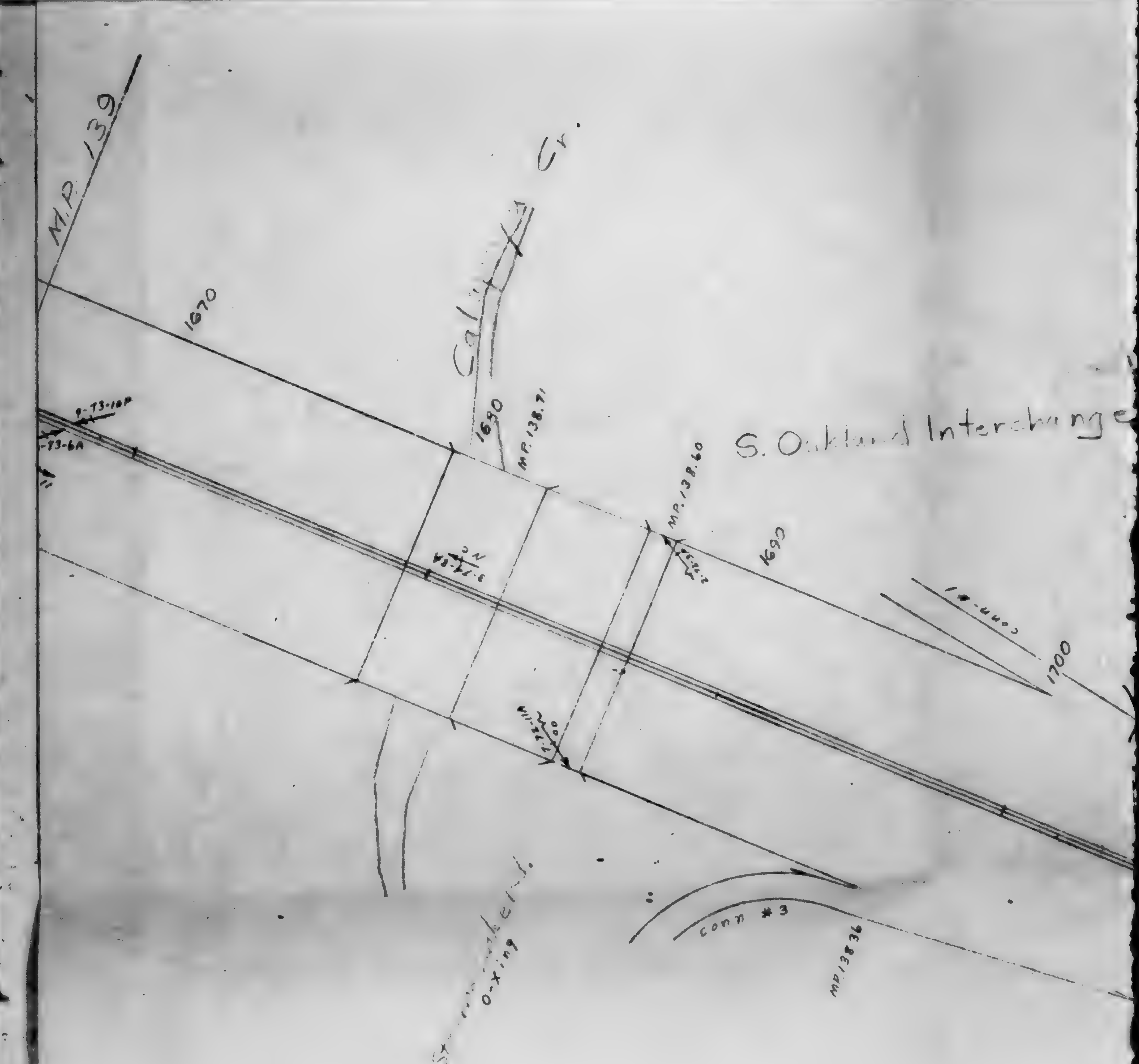
M.P. 139.66
138.78

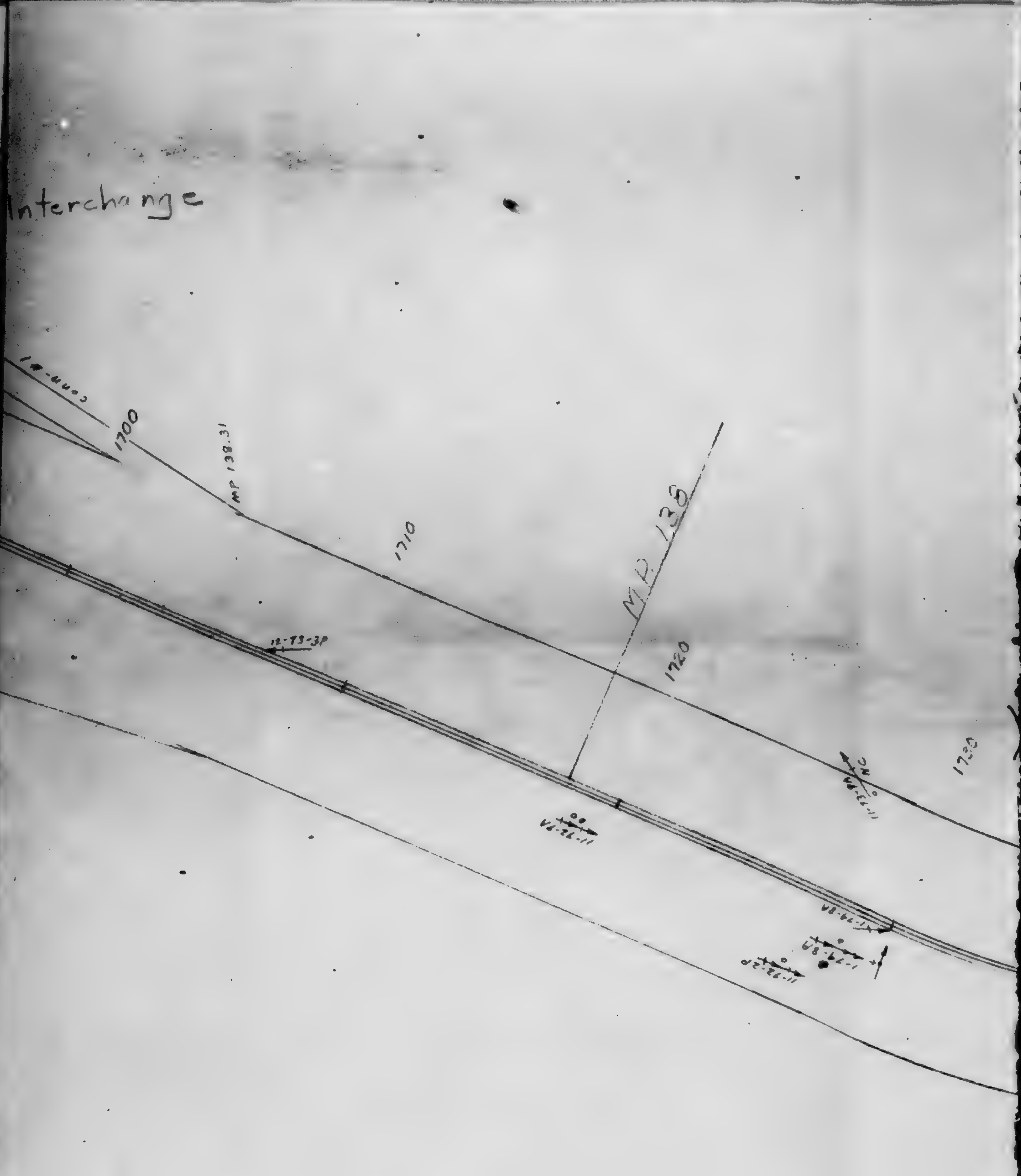
JCM:gl

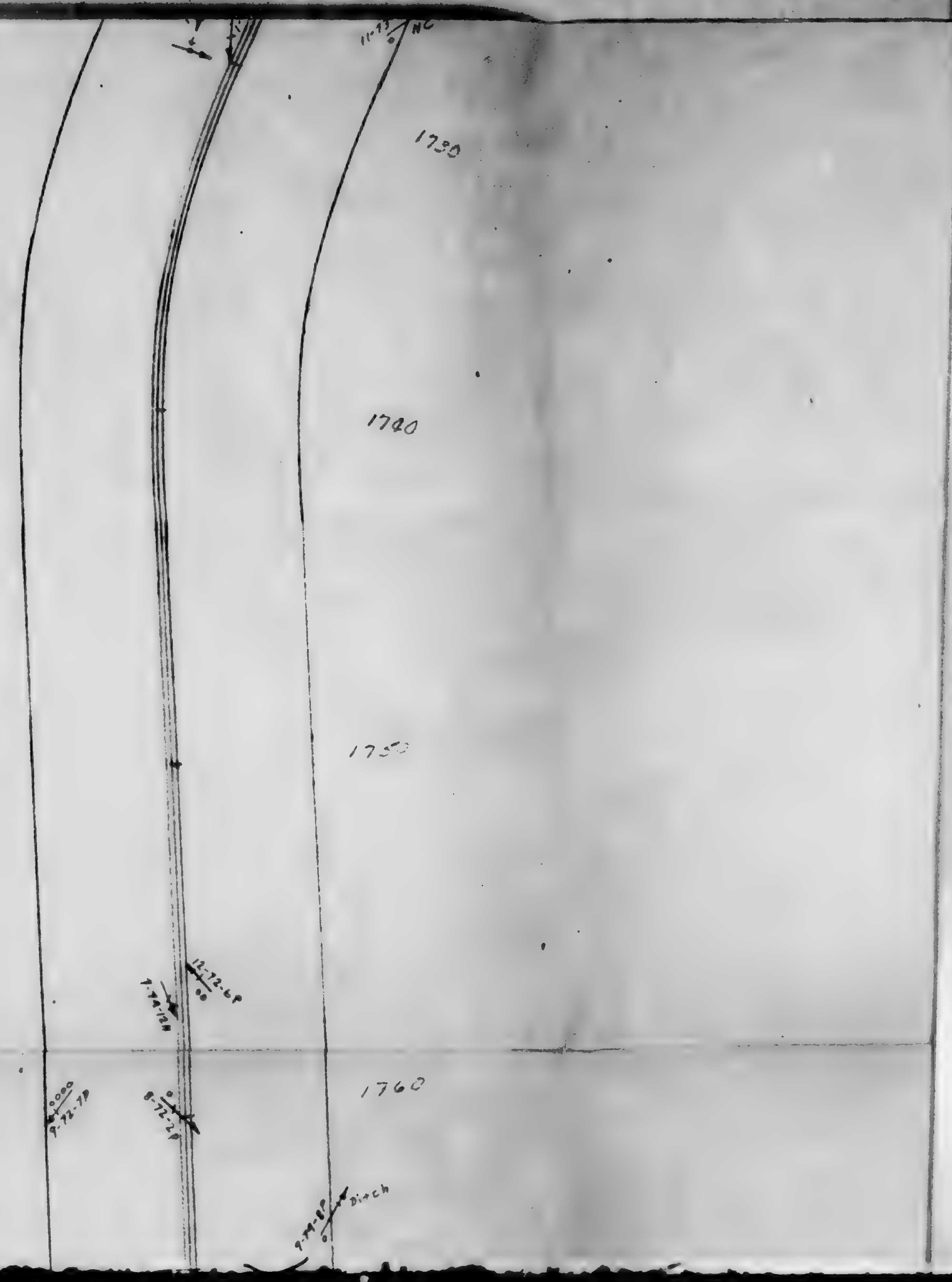
N. Oakland Interchange

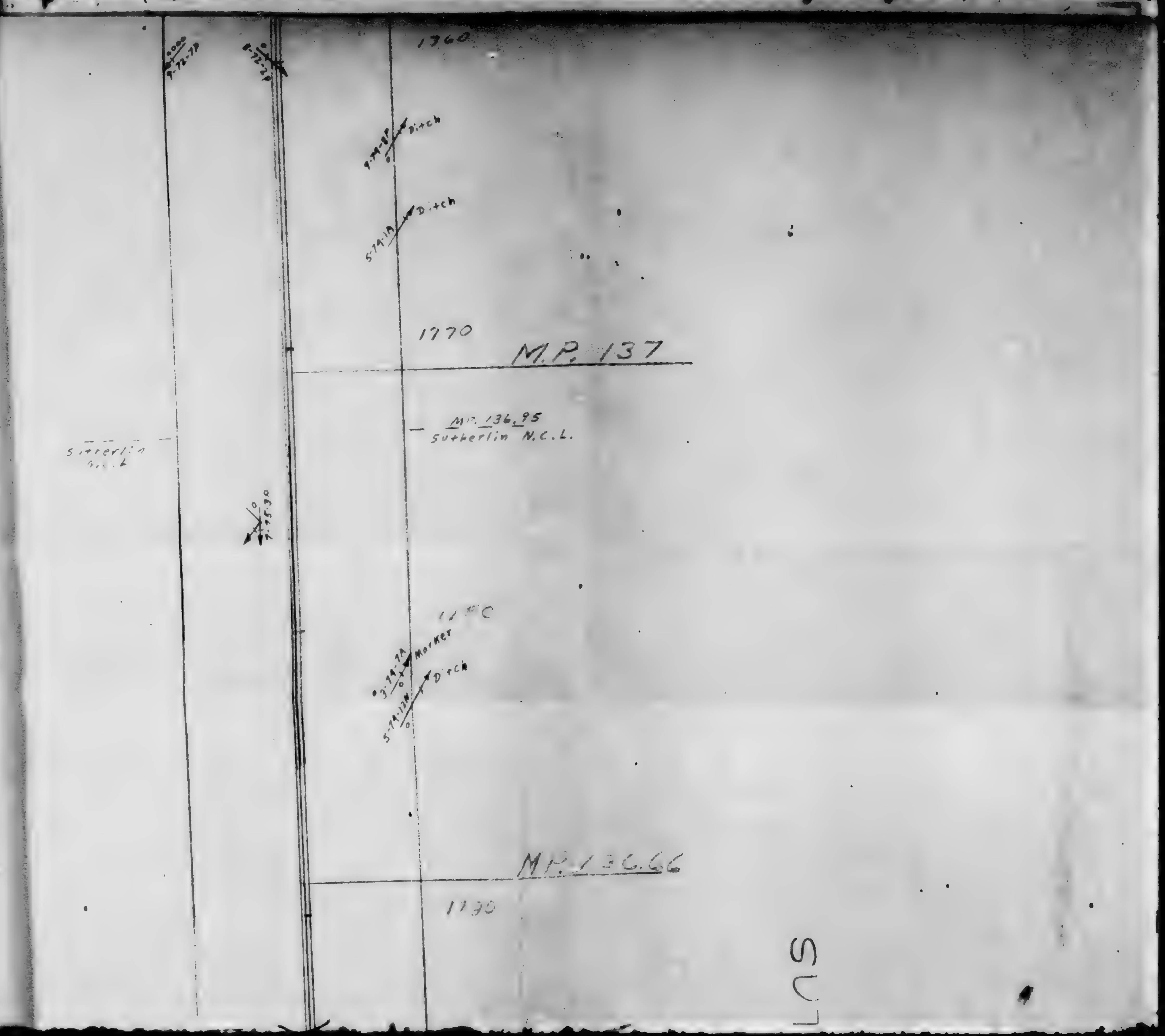


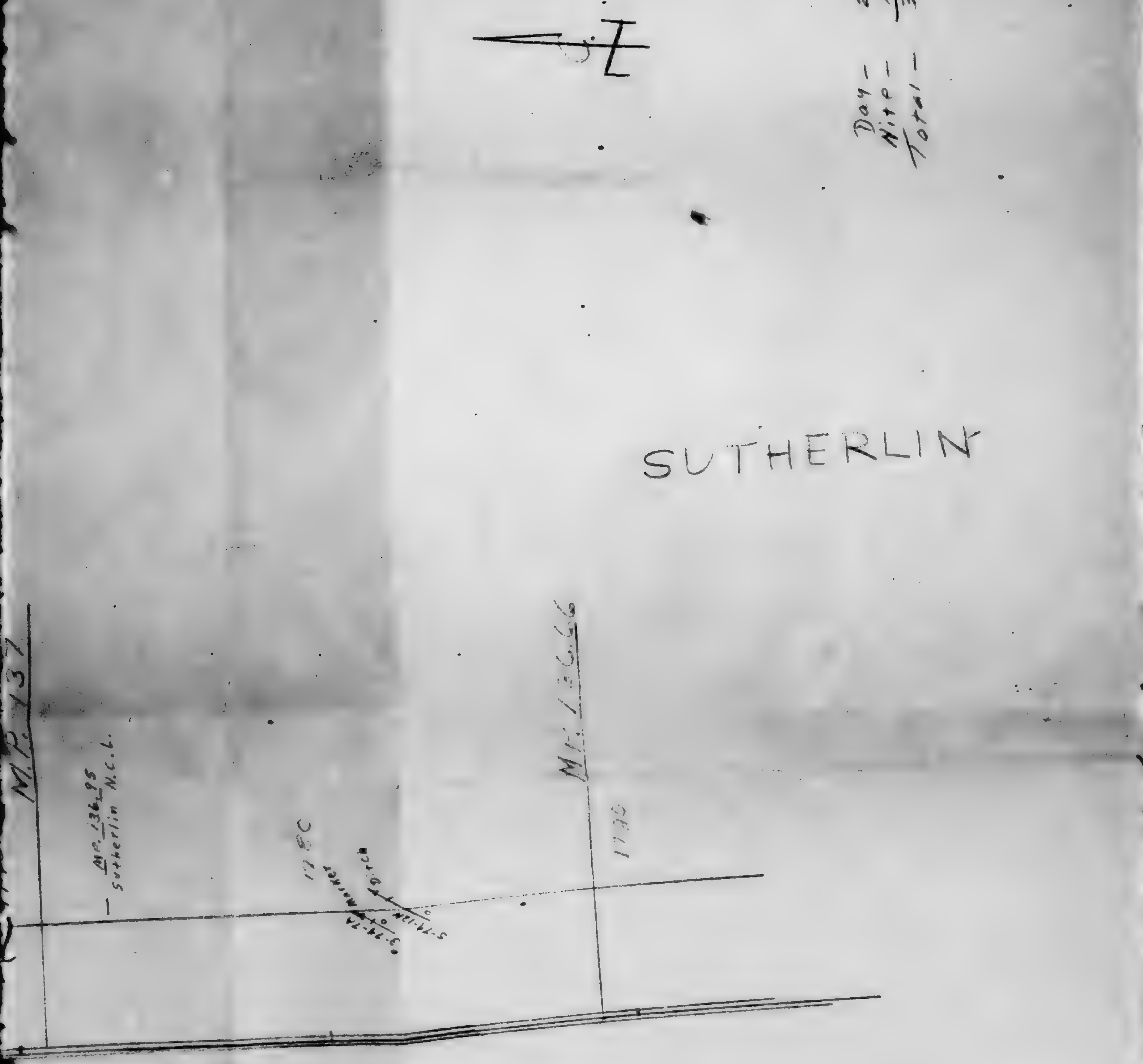

1650
Ditch
12-72-12A
10-72-5A
MP 139.11
1660
MP 139
1670
7-72-6B
Fatal
6-72-7A
Ditch
1-72-12A
9-73-10P
6-73-6A
11-73-3P
6-72-7A
Green Valley Rd.
U-xing


M.P. 139
1670
Cr.
1680
MP.138.71
S. Oakland Interchange
MP.138.60
1690
9-73-10P
-73-6A
9-74-8A
NC
Conn #1
1700
Conn #3
MP.138.36
O-Xing

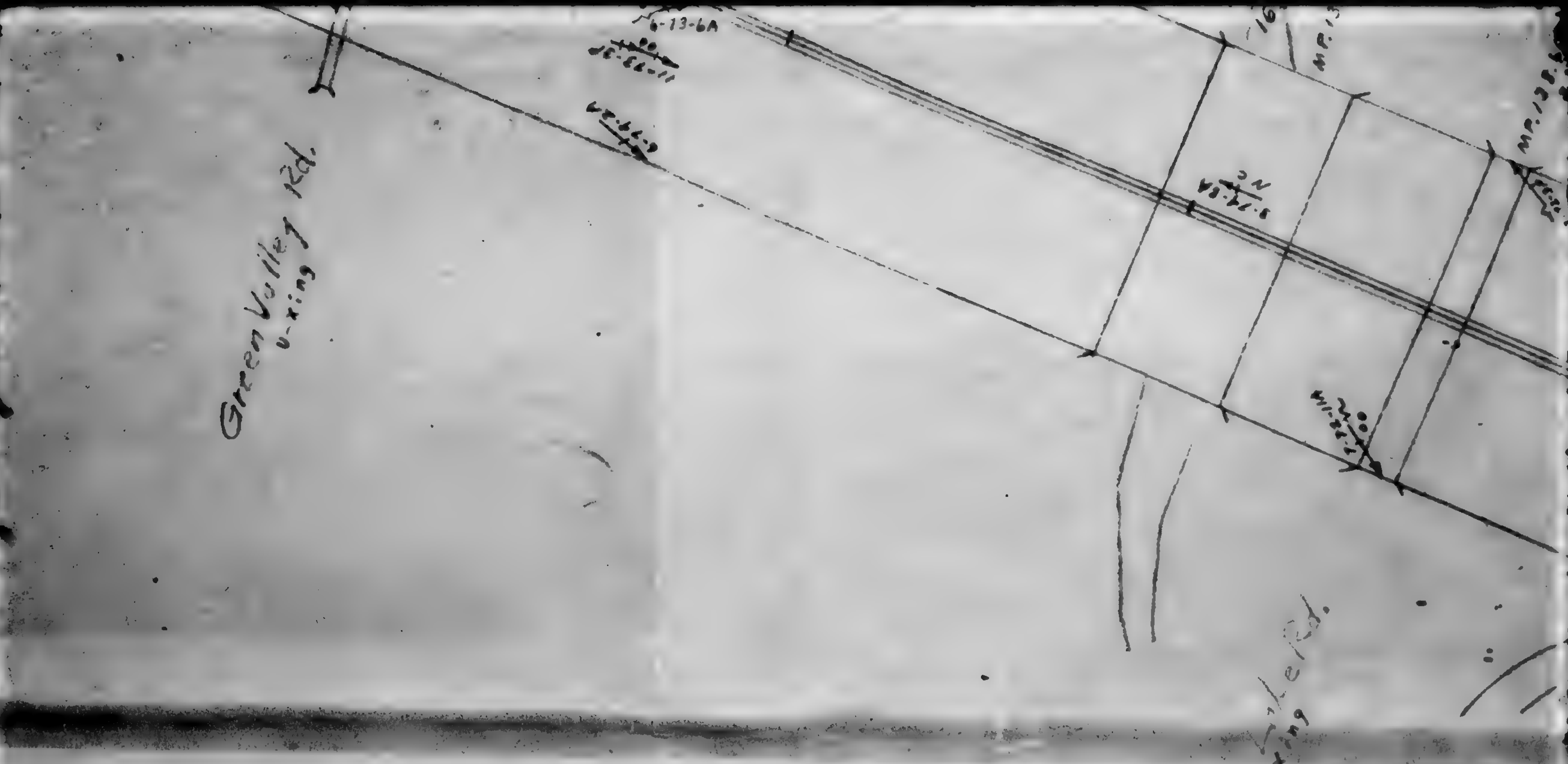

Interchange
conn-#1
1700
MP 138.31
1710
M.P. 138
1720
1730
12-73-3P
11-72-9A
11-73-9A
NC
1-74-8A
1-79-8B
11-72-2P


11-73
0
NC
1730
1740
1750
12-72-6P
00
7-74-12H
1760
0000
9-72-7P
0
8-72-2P
9-74-8P
0
Ditch


1760
9-72-72
8-72-2?
9-74-8?
Ditch
5-74-1A
Ditch
1770
M.P. 137
M.P. 136.95
Sutherlin N.C.L.
Sutherlin
N.C.L.
7-75-30
Marker
9-74-7A
5-74-12A
Ditch
M.P. 136.66
1780
SUT



Day - 21
Nite - 11
Total - 32



N. Oakland Jct. - [illegible]
M.P. [illegible] - [illegible]
Pacific [illegible]
[illegible]
1-1-72 - 7-31-75
1-17/75

- 8654

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI 14-7

Roseburg, Oregon
October 17, 1975

FROM: JAMES J. GIX
Regional Maintenance Engineer

TO: DON STOUDENMEYER
Road Design Section

SUBJECT: Median and Guardrail Damage
Oakland-Sutherlin Section
Pacific Highway

Attached you will find a report from District Engineer McCormick on the accident damage experience on subject section. There are an equivalent number of hits of lesser extent that are not reported and the responsible party is not located which causes an additional cost to routine maintenance. An exact cost is not available due to our reporting system. A conservative estimate would be for $1000 annual cost.

The particular section is in the Drain Maintenance Section. The rail damage on this section alone is approximately half of the workload for this type of activity in the entire section which extends northward approximately 32 miles to Divide.

JJG/cw
Attach.

cc J. McCormick

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Beard
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3 Terpin T
Scott
Swenson
R. Olson
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg

FILE: MAI 5

FROM: Jack C. McCormick, District Engineer
Jack C. McCormick

TO: Jim Gix, Regional Maintenance Engineer

SUBJECT: Median and Guardrail Damage
Oakland-Sutherlin Section
Pacific Highway

Following is a list of guardrail and median rail hits over the last three years on the Oakland-Sutherlin Section of I-5.

Estimated repair costs for each accident is approximately $600 with an estimated annual cost of $4200.

Accidents from M.P. 136.52 to 140.27:

Northbound - Median Guardrail

M.P. 137.73
138.34
138.52
138.62
138.65
138.69
138.80
139.73

Outside and Inside

M.P. 140.12 outside
140.18 inside

Southbound - Median Guardrail

M.P.138.16
138.18
137.97
137.75
137.66
137.60
137.08
136.90

Outside Guardrail

M.P. 139.66
138.78

[illegible] 1975

JCM:gl

[illegible]

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheet

ection N. Oakland Jct. - Sutherlin Jct Unit ______
ighway Pacific I-5 County Douglas Prefix 610-1934
ength ______ Designer Al Hansen Draftsman ______ Date 5-8-74
igned ______ Title ______

Grading & Drainage	$ 74,864.50
Surfacing	$ 56,700.00
Extra Work	
Total Extra Work	$
TOTAL	$ 131,564.50
+ 20% Engineering and Contingencies	$ 26,312.90
Structures	
Total Structures	$
Right of Way	$ 8,000.00
Total Estimated Cost	$ 165,877.40
Remove Manning Structure	37,000.00
	$ 201,877.40

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PRELIMINARY ESTIMATE SHEET

NAME Manning Road U'xing BRIDGE NO. 7561A

SECTION ______ PREFIX NO. -

HIGHWAY Pacific COUNTY Douglas

ESTIMATE REQUESTED BY E. Ericson DATE 5-14-74

ESTIMATE MADE BY G. Abernathy DATE 5-14-74

ESTIMATE MADE FROM Existing bridge plans & layout

ALL COSTS INCLUDE AN ALLOWANCE OF 40 PERCENT FOR ENGINEERING & CONTINGENCIES

ESTIMATED STRUCTURE COST

32' Rdwy × 173' structure	284,000 $ 258,000
	284,000

SUBTOTAL $ 258,000

REMOVE EXISTING STRUCTURE.................... $ 37,000

DETOUR STRUCTURE.................... $

MAINTENANCE OF TRAFFIC...(Not Included).......... $

OTHER.................... $ 321,000

TOTAL $ 295,000

UNLESS NOTED OTHERWISE, ABOVE COSTS DO NOT INCLUDE GRADING AND PAVING, RIGHT-OF-WAY OR SIGNING AND ILLUMINATION.

APPROVED R.W. Ellison

DATE 5/15/74

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Sutherlin County Douglas
Intersection of Pacific Hwy and Sutherlin Int & N. Oakland Int.
Highway Number 1 (I 5) MP. 136.66 – MP 137.97
Period Covered 1-1-72 7-31-75
Compiled by [illegible] Drawn by Date 10-7-75

LEGEND

- ● Person Killed
- ◁----- Pedestrian Killed
- ○ Person Injured
- ◁----- Pedestrian Injured
- ←—— Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

- ◁----- Path of Pedestrian
- ←—— Path of Vehicle
- ←----- Path of Animal
- ←—— Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Fatal: MP. 139.30
Clr 7-15-72 1K
Dry
Light 5:25 PM 1 Inj.
Sbd. Car blew tire, 4control
struck by Sbd. Truck

Fatal: Not Included on Diagram
Clr MP. 136.66 1K
Dry 8-28-74 1:45 A.M.
Dark
Nbd Truck struck Wbd Ped

Day- 21
Nite 11
Total- 32

Collision Type	1972				1973				1974				7 Mos. 1975				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end		4		4		1		1		1		1						6		6
Sideswipe	1			1										1		1	1	1		2
Turning Movement																				
Parking																				
Non-collision						2		2			1	1						2	1	3
Fixed Object		4	1	5		2	3	5		4	4	8		2	1	3		12	9	21
Pedestrian																				
Backing																				
Misc.																				
TOTAL	1	8	1	10		5	3	8		5	5	10		3	1	4	1	21	10	32

Form E-261-6-70

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Keasey 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon

October ~~6~~, 1975
7

ORIGINAL SIGNED BY J. X. WILSON

FROM: J. X. WILSON
Regional Construction Engineer

TO: J. H. Versteeg
Road Design Engineer, Salem

SUBJECT: No. Oakland Int.-Sutherlin Sec.
Pacific Highway I-5
Douglas County

NOTED
E. S. HUNTER

We confirmed what I suspected with respect to vertical clearances at Manning and Green Valley structures on the above section. The clearance data given to FHWA reflected only existing conditions and does not at all show what will happen upon completion of proposed overlay. As you can see from the attached profiles and cross-sections, if we eliminate the dip in profile under the structures we will end up with less than 14 feet of vertical clearance.

I believe this should supply enough ammunition to make another run at federal participation in either replacement or raising. Can you think of any other information we might supply?

JXW/dt
Attachments

cc: C. T. Keasey
Vern Shull

Hal Versteeg - 10-9-75

I believe horizontal clearance just about precludes raising for vertical clearance. I still recommend that the Manning Rd. Structure be removed and access be provided via frontage road to Green Valley Rd.

cc: J. X. Wilson
E. S. Hunter

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STATE HWY ENGR
OCT 10'75
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

Routing
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OCT 9 1975
CONSTRUCTION
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Richards
Glenn
Berg

8654 9

SALEM, OREGON
October 7, 1975

L. W. Rulien
Project Management Engineer

Gary Potter
Environmental Director

Project Assessment
N. Oakland Jct.-Sutherlin Int. Sect.
Pacific Highway
Douglas County

By letter of August 15, 1975 we transmitted the project environmental assessment for the N. Oakland Jct.-Sutherlin Intchge. Section of I-5 to the FHWA. Our conclusion was that the proposed project constituted a non-major action and that the assessment itself should fulfill the requirements of the necessary environmental document. You are in receipt of a letter dated September 30, 1975 from Glen Green requesting that the assessment be revised. I don't believe that the assessment is the proper vehicle for thrashing out what is or is not an appropriate participating item for the use of federal funds, and/or what may turn out to be the specific and appropriate ultimate geometric design. These, in fact, are proper matters to be determined as per our usual procedures during the course of project development. However, in this instance, since we are recommending that the assessment be the only environmental document, it appears that the range of alternates should be discussed and the impacts of that range of alternates should be discussed, but that we should not have made definite statements as to specifically what would or would not be done. Would you please revise the assessment accordingly.

LWR:ljt

cc: G. L. Green
J. H. Versteeg
A. Shirley, Jr.

Form FHWA 121 (Rev. 5-73)

8654

9

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: September 30, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-3(-)137
N. Oakland Junction-Sutherlin Interchange
Pacific Highway
Environmental Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

NOTED
E. S. HUNTER

The subject assessment states, "Green Valley Road and Manning Road U-xing structures are too low and will be too short for the improved median; they will have to be rebuilt or replaced."

My letter of January 28, 1975, denied Interstate funding to raise these structures due to inadequate vertical clearance.

The median width in this section of Interstate may be less than desirable. However, does the accident hisotry associated with this narrow median justify the total expense of widening the section? If so, the accident history should be included in the assessment. If not, the first alternate, "Maintain status quo," is an acceptable alternate.

Please consider this question and revise the assessment accordingly.

D. K. Hossner
for ~~G.~~ L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Reg 3, Engelmann)
OSHD (Versteeg)

RECEIVED
STATE HWY ENGR

OCT 1 '75

REFER TO
Schroeder

FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

cy Julien

8654

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
February 4, 1975
Salem, Oregon

FILE: Br. 7508

FROM:	R. W. Ellison Bridge Administration Engineer	**SUBJECT:**
		N. Oakland-Sutherlin Int. Sec.
TO:	Mr. L. E. George Traffic Engineer	I-5 N. Oakland Int. Illumination

The attached drawings show the existing configuration and the proposed revision of the N. Oakland Interchange. The revision will eliminate the left hand off ramp to Oakland. It would appear that this improvement will eliminate the necessity of lighting at this location.

Slightly further north (location A on the drawings) some of the lighting originally installed has been removed, evidently by maintenance forces. The existing lighting now consists of two poles, one of which will be removed by the proposed revision. In view of the proposed improvement it appears that illumination at this location is not necessary.

Considering the present energy conservation policy and the financial position of the Highway Division, we believe that highway illumination is not required on this project. Please analyze the situation as necessary and advise as to your concurrence.

RWE/ag
Attachs.

cc E. S. Hunter
H. S. Coulter
D. H. Moehring

RECEIVED
FEB 5 1975
Office of
Assistant State Highway Engineer

H.S.C.

8654 9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR
JAN 29 '75
REFER TO
FOR
Info Inves

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 28, 1975

In reply refer to: 1041BR/407.2

SUBJECT: Oregon I-5 Bridge Clearances Orig

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
ATTN: Mr. E. S. Hunter, Asst State Highway Engineer

We have reviewed the following information submitted by Mr. Hunter on raising the bridges listed below with Interstate funds:

A. E. JOHNS

Mr. Hunter's Letter on Structure Modification Report	Section
12-19-74	Elkhead Road - Rice Hill Sec. Pleasant Valley Rd Uxing Yoncalla Jct Uxing, Hwy 236 Farm Rd Uxing (equipment pass)
12-27-74	Winchester Int. - Garden Valley Rd Sec. Winchester Rd. Broad St. (Airport Rd) Garden Valley
1-8-75	N. Oakland Jct - Sutherlin Sec. Manning Rd Uxing Green Valley Rd (cemetary)

Our review shows that all clearances within the traveled way are greater than 14' with the added overlays. Supporting information does not indicate structurally damaging hits or excessive maintenance cost. Any additional Interstate funding is not available for such work. We therefore cannot approve Interstate funds for raising these structures.

G. L. Green

cc:
OSHD (W. Hart)
Region (10BR) w/ OSHD Report
on Elkhead & Winchester

8654 8

January 8, 1975

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Structure Modification Report
North Oakland Junction-Sutherlin
Section
Interstate 5

Our structure modification report for the subject section is enclosed.

We request that you concur with our recommendation to raise the Manning Road and Green Valley Road undercrossing structures as part of the proposed overlay and safety improvement project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enclosure

WNH:mc js

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
Walt Hart
J. H. Versteeg
Alfred Shirley

OREGON DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

STRUCTURE MODIFICATION REPORT

NORTH OAKLAND JUNCTION-SUTHERLIN JUNCTION SECTION

INTERSTATE 5

DOUGLAS COUNTY

F. B. Klaboe
Administrator and State Highway Engineer

Victor D. Wolfe
Location Engineer

December 1974

CONCLUSIONS

Two undercrossings on the North Oakland Junction-Sutherlin Junction Section of Interstate 5 will have vertical clearance, after the proposed overlay project, that will further increase the probability of structural damage from collisions by trucks and other motor vehicles.

The proposed safety improvement project includes a 4-inch AC overlay plus 1 inch of open graded seal on both lanes, northbound and southbound. This makes a total thickness of 5 inches. The existing pavement is all AC. Adequate clearance for the structures can be obtained either by raising the structures or by lowering the roadway. Raising the structures is the least expensive of the two alternatives.

It is realized that State law limits the height of vehicles to 13-1/2 feet (special permits grant up to 14 feet) with the height determined while the vehicle is stationary, and that one hundred percent enforcement is virtually impossible. It is conceivable that collision damage on the structures is the result of "bootleg" vehicles. It is recognized nationally that even with mandatory tiedowns on overheight equipment (booms, et cetera), loads do bounce. These factors, among others, make it difficult to enforce the law unless the damage to the structure is witnessed by a credible person so that the offender can be apprehended.

RECOMMENDATIONS

It is recommended that a vertical clearance of 17 feet above the roadway be provided by raising the following structures on the North Oakland Junction-Sutherlin Junction Section of Interstate 5 as part of the proposed safety improvements at the estimated costs indicated:

Manning Road Undercrossing	$ 150,000
Green Valley Road (Cemetery Road) Undercrossing	$ 150,000
Total	$ 300,000

VERTICAL CLEARANCE AND DAMAGE TO STRUCTURES

Studies of damage to structures caused by collisions from motor vehicles indicate that a minimum 16'6" vertical clearance is necessary to prevent serious cumulative damage to the structure. Detailed information can be found in the three-volume report, "A Study of Damage to Undercrossing Structures on Interstate 5, California to Hayesville Interchange" (November 1973) prepared by the Location Section, Oregon State Highway Division.

On the North Oakland Junction-Sutherlin Junction Section of I-5 there are two structures with vertical clearances that are considered inadequate. In order to determine the best course of action for structure modification to provide an adequate clearance after completion of the overlay project (5 inches of AC overlay are approved for both the northbound and southbound lanes, including 1 inch of open graded seal) the present vertical clearances of the structures and the damage they have suffered were considered. Clearances are shown in the following tabulation:

Structure	MP	Original Design Clearance	Existing Clearance (Minimum)	Clearance After Overlay
Manning Road U'xing #7561	139.65	15' 01" (minimum)	14' 07" (NB & SB)	14' 02" (NB & SB)
Green Valley Road U'xing #7562	139.11	15' 01" (minimum)	14' 07" NB 15' 00" SB	14' 02" NB 14' 07" SB

Only the alternative of raising the structure in each case was considered. We have determined that the average cost for raising a structure is $150,000 and that of lowering the grade of the freeway below an undercrossing when AC pavement is involved averages some $400,000.

A discussion of each structure follows, together with the recommended action.

Manning Road Undercrossing, Structure #7561, MP 139.65

After the overlay, the structure would have a minimum clearance of 14' 02" over both the northbound and southbound lanes. Our structural damage study of the Interstate 5 undercrossings shows marks and scratches on the south and interior girders over the northbound lanes and large chips out of all four girders over the southbound lanes. It is recomended that the structure be raised to provide a minimum vertical clearance of 17 feet after the overlay, since the cost for lowering the grade would be more than double.

Green Valley Road (Cemetery Road) Undercrossing, Structure #7562, MP 139.11

This structure would have a minimum vertical clearance of 14' 02" over the northbound lanes and 14' 07" over the southbound lanes after the overlay. The structure damage study showed chips out of the three northerly girders above the southbound lanes, chips out of the northerly girder above the northbound lanes, and nicks and scratches in the southern two girders above the northbound lanes. It is recommended that the structure be raised to provide a minimum vertical clearance of 17 feet after the overlay. Lowering the grade was not considered for the reasons mentioned above.

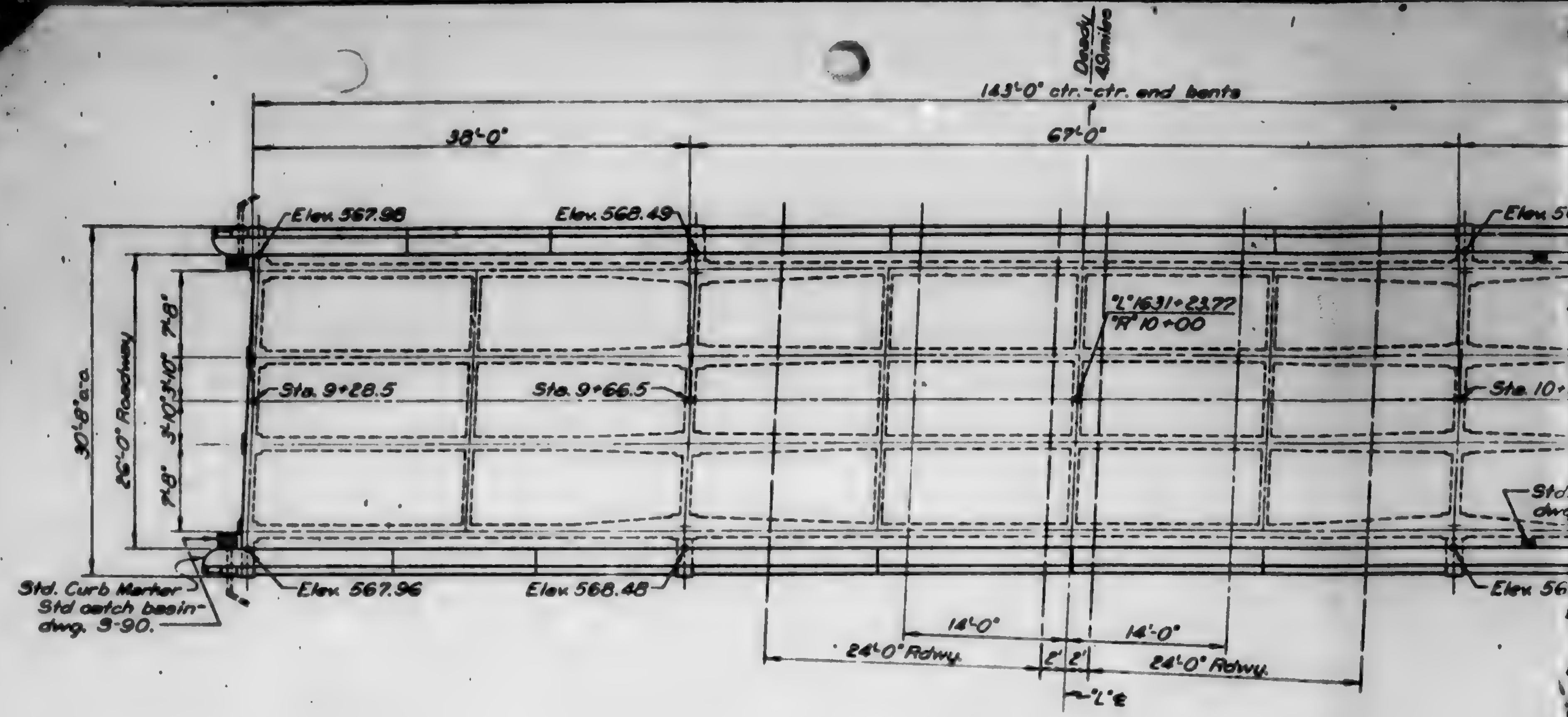
Drawings of the structures discussed above are shown in Appendix I and inspection records in Appendix II.

APPENDIX I

DRAWINGS OF STRUCTURES

NORTH OAKLAND JUNCTION-SUTHERLIN JUNCTION SECTION

INTERSTATE 5



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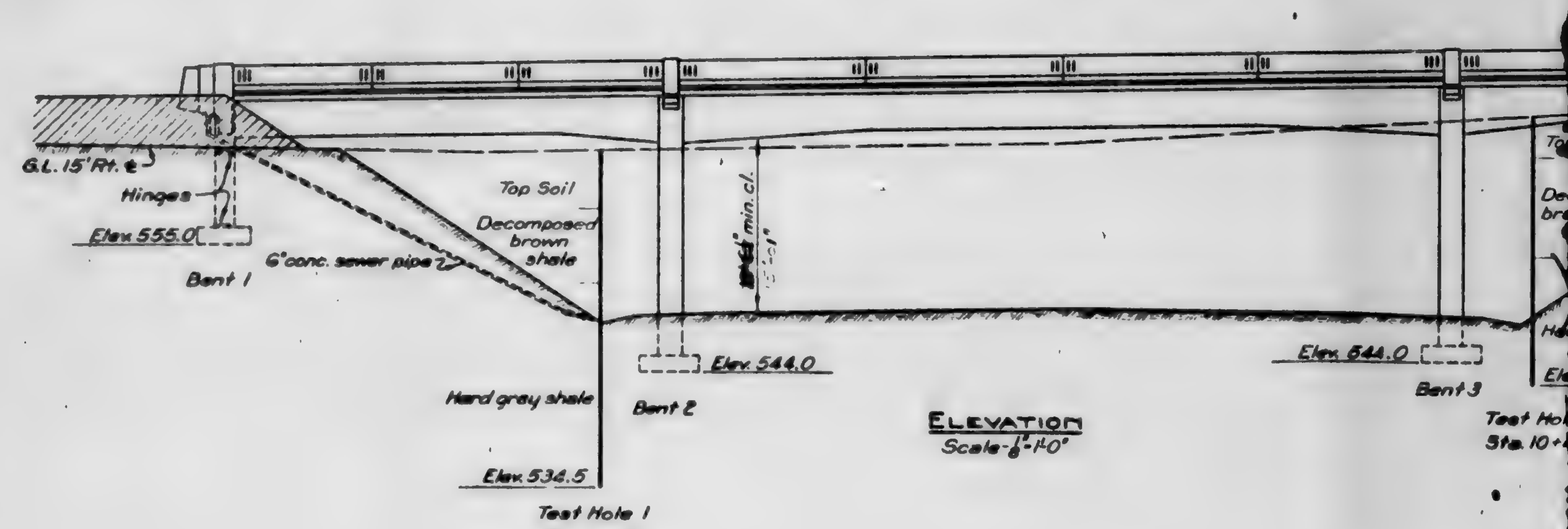
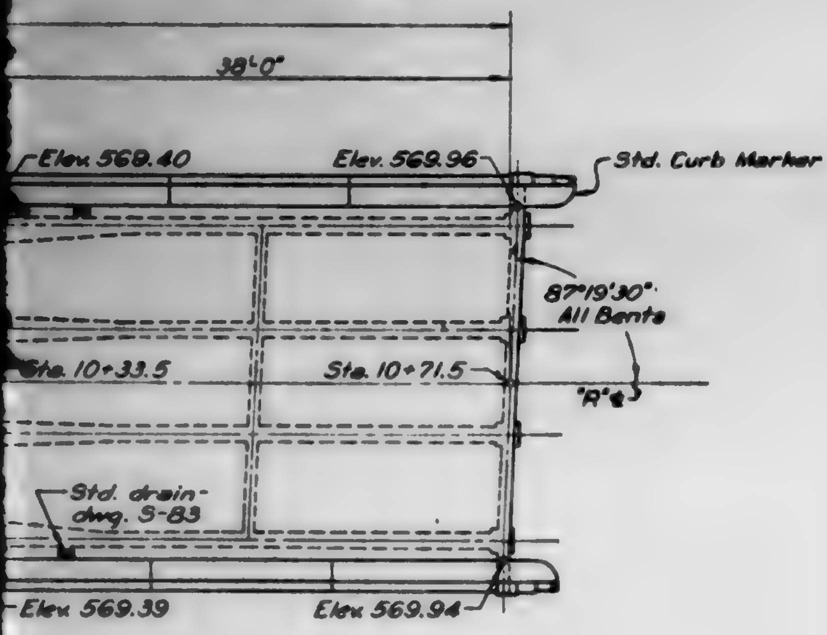
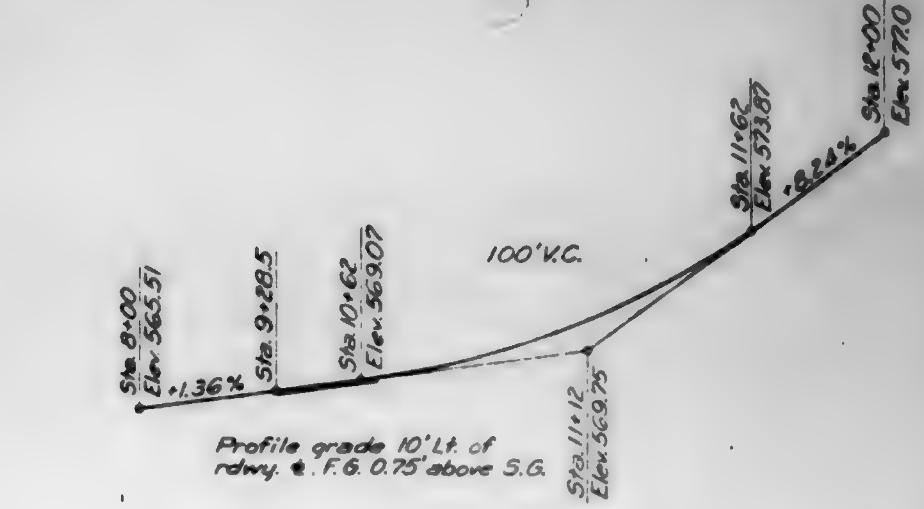
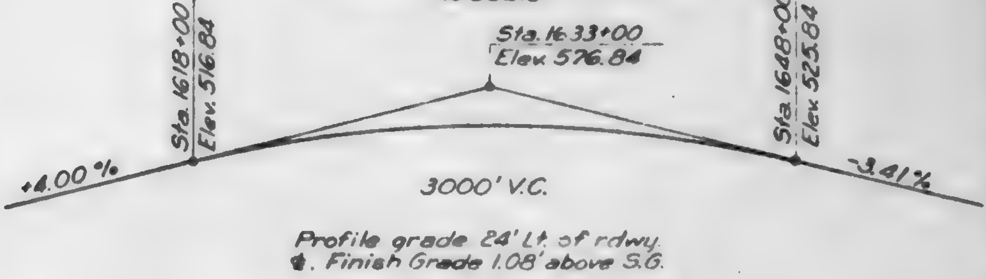


ELEVATION
Scale-1/8"=1'-0"



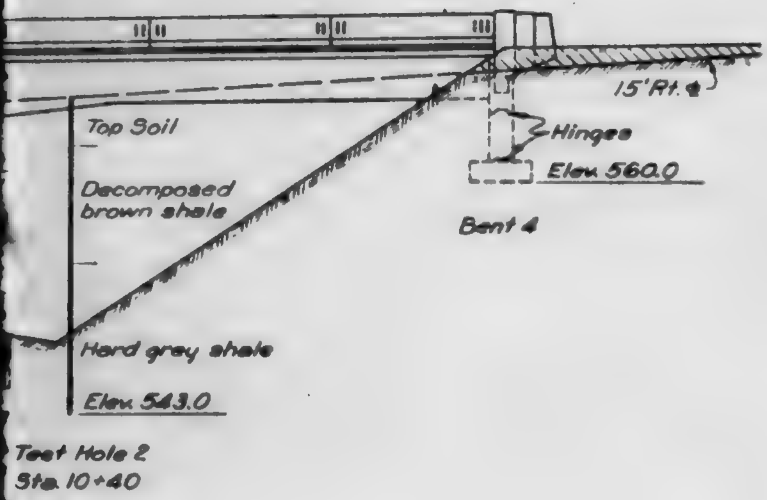


MANNING ROAD PROFILE
No Scale



Sta. 1618+00 Elev. 516.84
Sta. 1633+00 Elev. 576.84
Sta. 1648+00 Elev. 525.84
+4.00%
3000' V.C.
-3.41%
Profile grade 24' Lt. of rdwy. ℄. Finish Grade 1.08' above S.G.

"L" LINE PROFILE
No Scale



GENERAL NOTES:

All material and workmanship shall conform to the specifications of the Oregon State Highway Commission.

All concrete shall be class "A" and shall attain a breaking strength of 3300 p.s.i. in 28 days. (f_c = 1320 p.s.i.)

All reinforcing steel shall be intermediate grade deformed bars conforming to A.S.T.M. Specifications A305-49 placed 2" clear of nearest face of concrete unless otherwise shown. All bar splices shall be lapped 20 diameters unless otherwise noted. (f_s = 20,000 p.s.i.)

Bridge designed for 2.6 lanes H20-S16-44 loading.

Elevations shown are finish grade at gutter line.

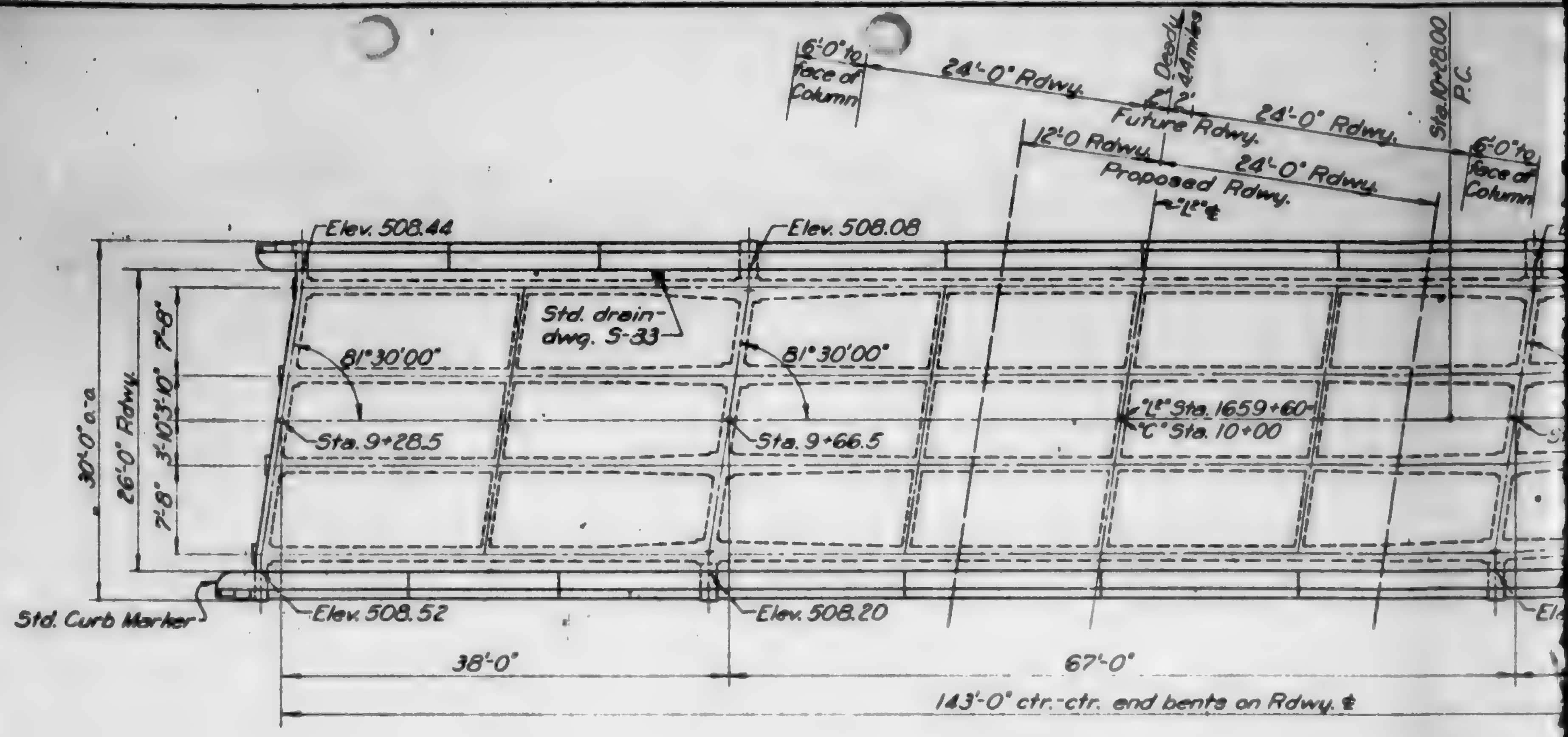
Footings designed for soil bearing pressure of 2.5 tons per sq. ft., bents 1 & 4; 5.0 tons per sq. ft., bents 2 & 3.

OREGON
STATE HIGHWAY COMMISSION
MANNING ROAD UNDERCROSSING
CHENOWETH PARK-DEADY SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY
PLAN & ELEVATION

Approved:
G S Paxson
Bridge Engineer

SCALE AS NOTED	DRAWN BY C.E.M.	SHEET 1 OF 5
JUNE 21, 1952	TRACED BY C.O.F.	BRIDGE NO. 7561
CALC. BK. NO. 296	CHECKED BY	DRAWING NO. 10432

ACCOMP. BY DWGS. NO. 10434, 10435, S-83 & S-90



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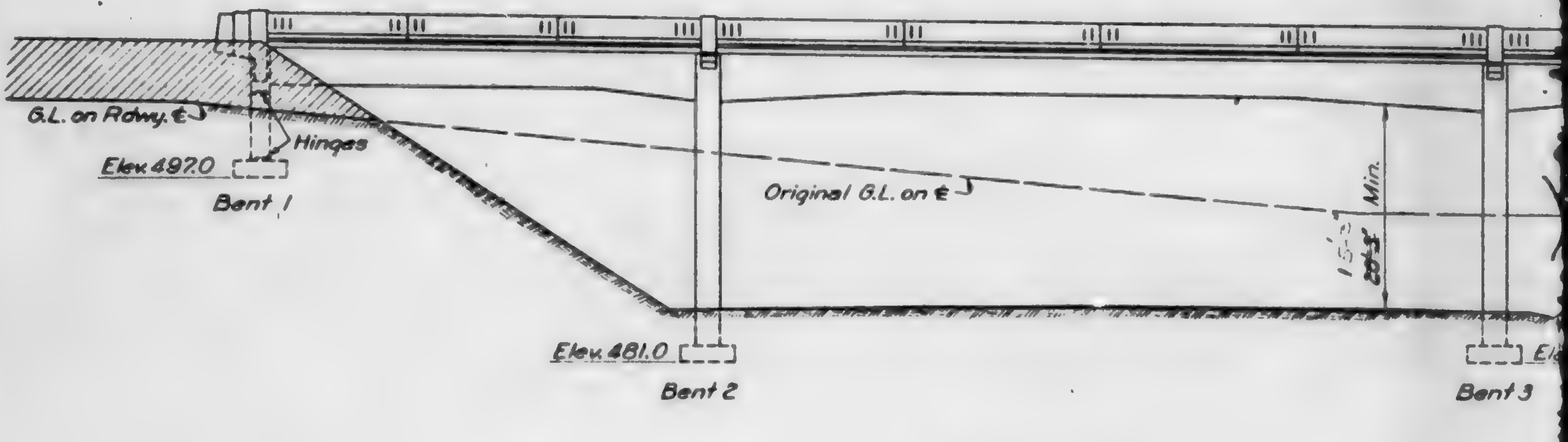

ELEVATION
Scale-1/8"=1'-0"

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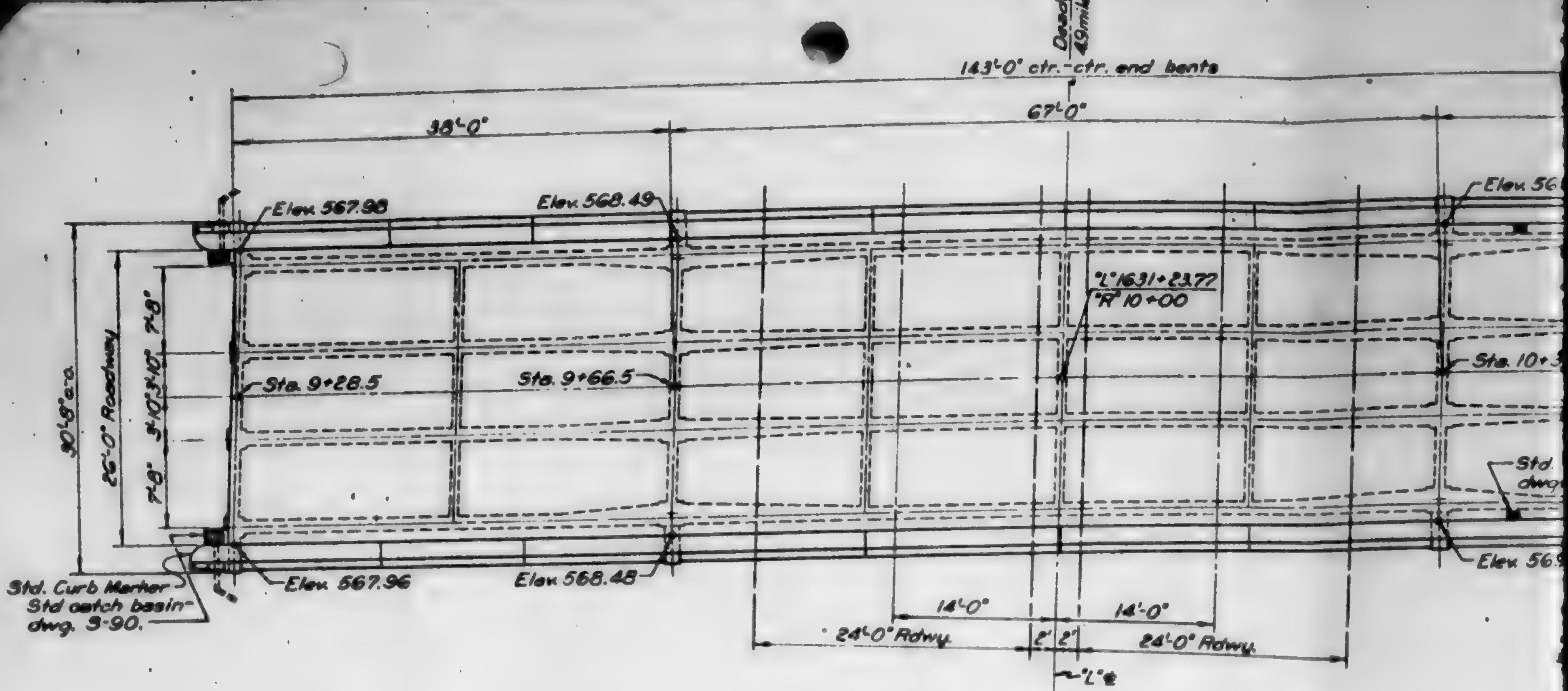

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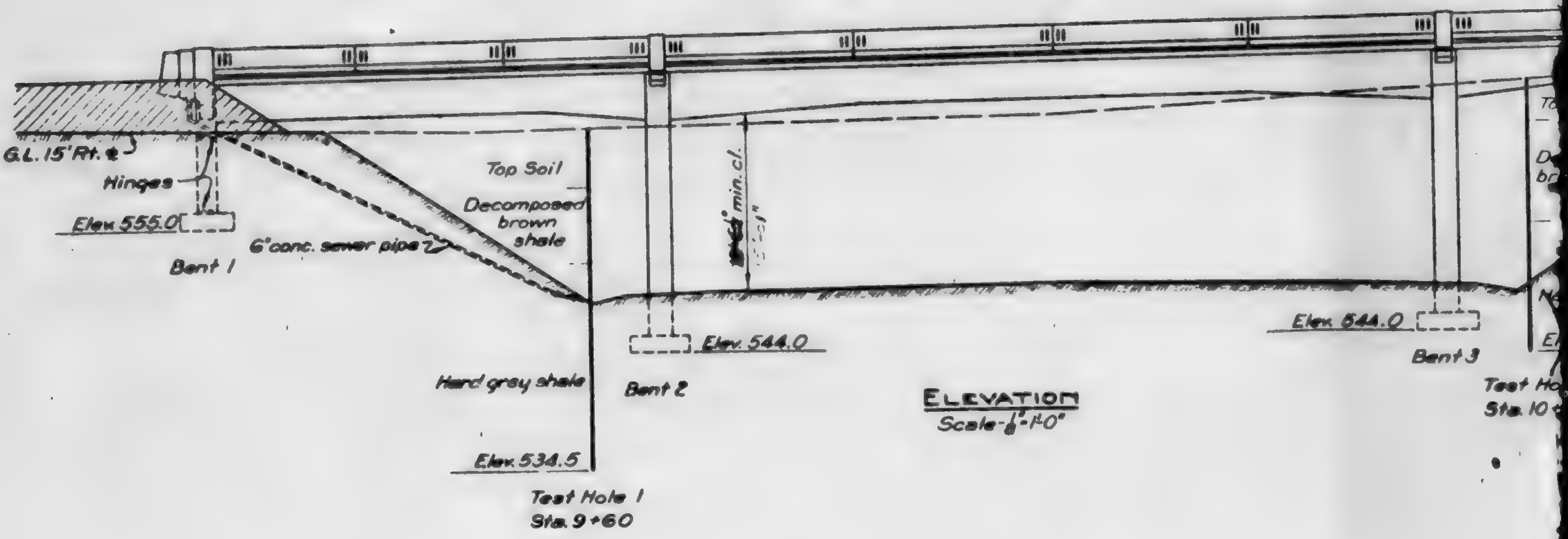

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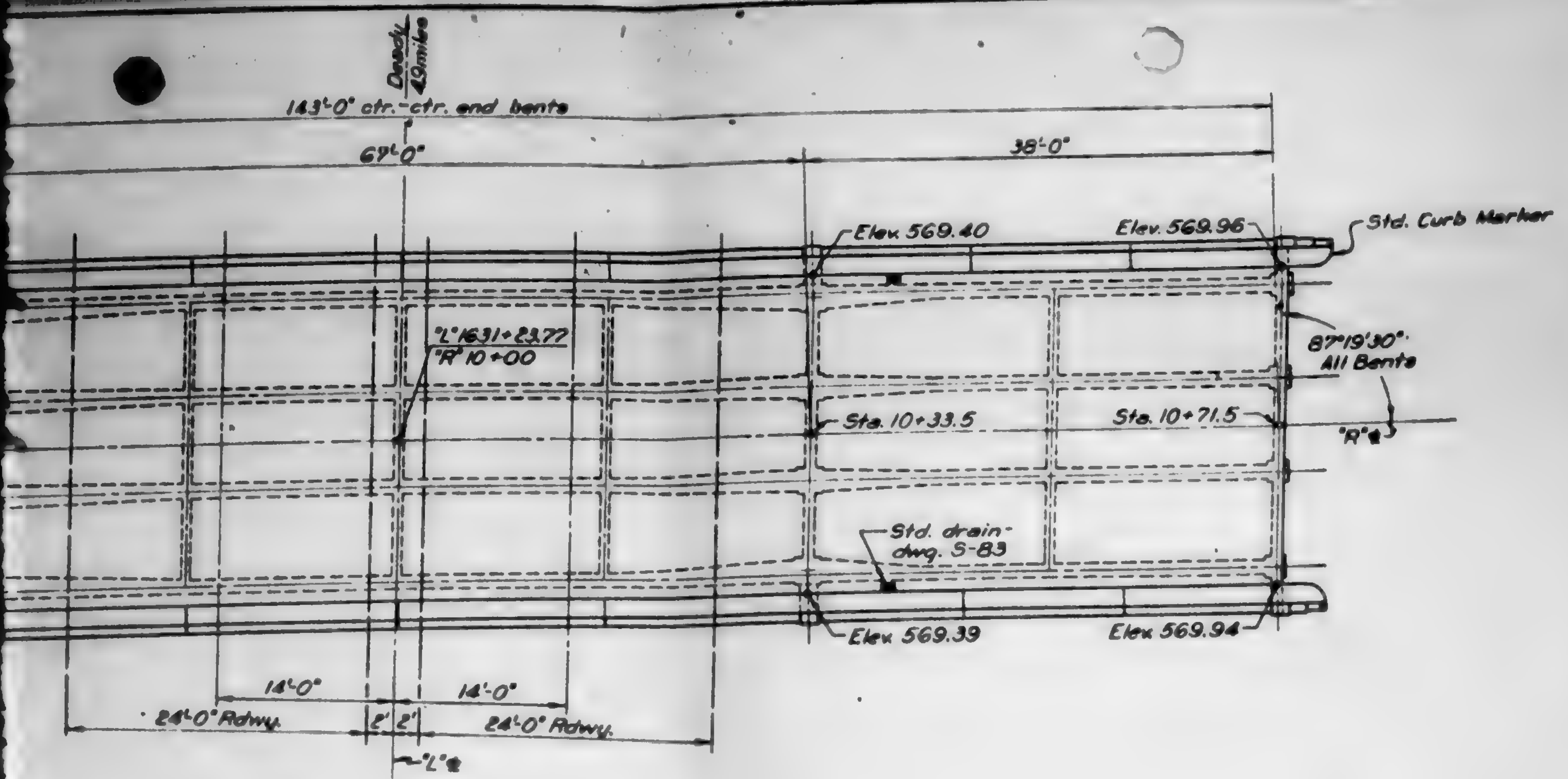

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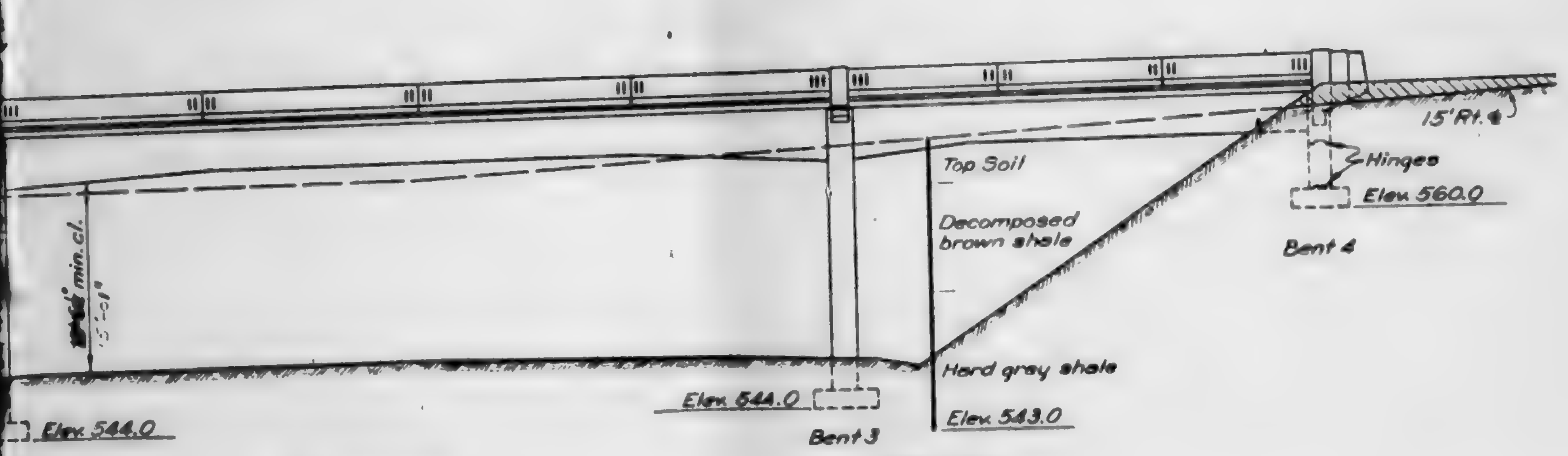
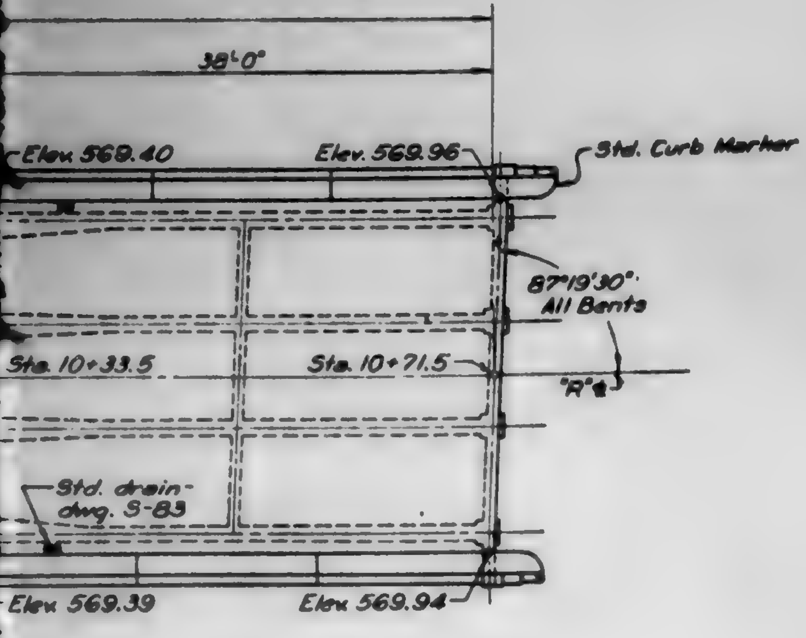
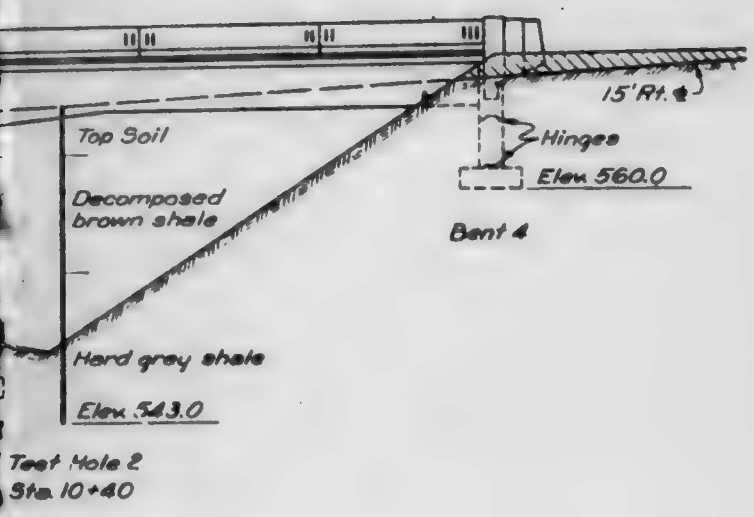


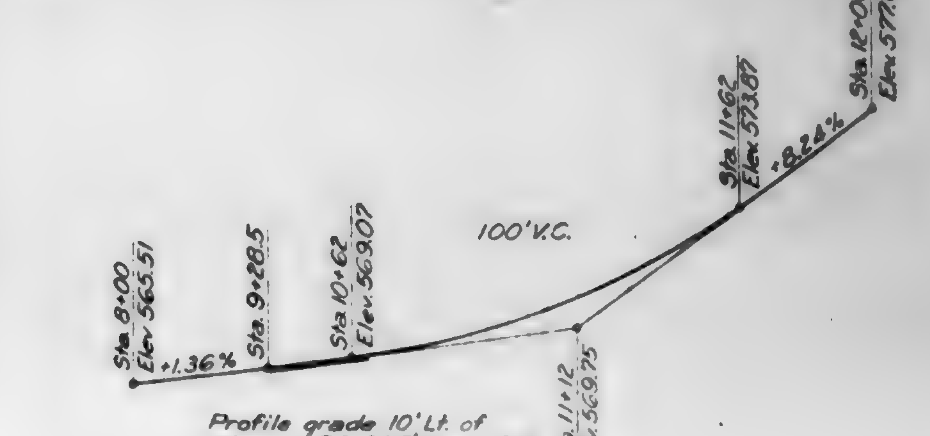
ELEVATION
Scale-1/8"=1'-0"

Approved:

Bridge Engineer

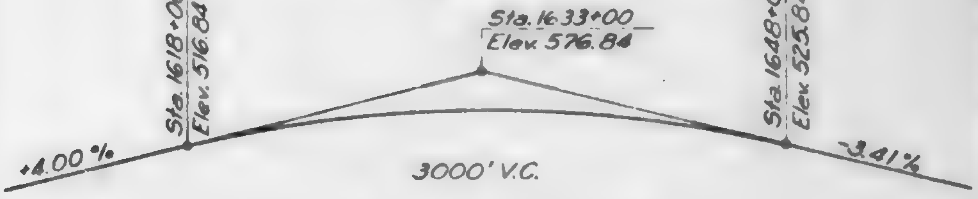






Profile grade 10' Lt. of
rdwy. ℄. F.G. 0.75' above S.G.

MANNING ROAD PROFILE
No Scale



Profile grade 24' Lt. of rdwy
℄. Finish Grade 1.08' above S.G.

"L" LINE PROFILE
No Scale

GENERAL NOTES:

All material and workmanship shall conform to the specifications of the Oregon State Highway Commission.

All concrete shall be class "A" and shall attain a breaking strength of 3300 p.s.i. in 28 days. (f_c = 1320 p.s.i.)

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Bridge designed for 2.6 lanes H20-S16-44 loading.

Elevations shown are finish grade at gutterline.

Footings designed for soil bearing pressure of 2.5 tons per sq. ft., bents 1 & 4; 5.0 tons per sq. ft., bents 2 & 3.

OREGON
STATE HIGHWAY COMMISSION
MANNING ROAD UNDERCROSSING
CHENOWETH PARK-DEADY SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY
PLAN & ELEVATION

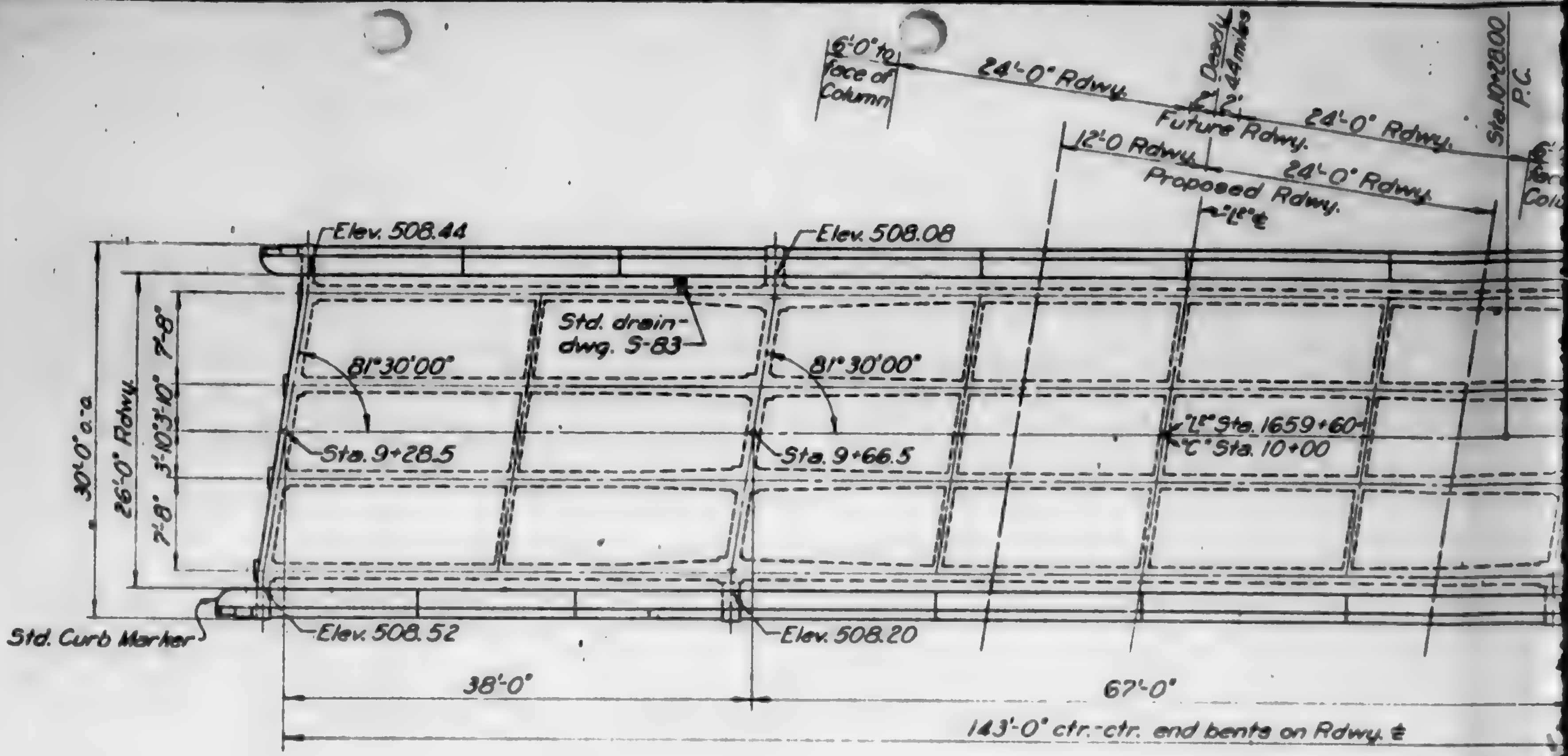
Approved:

Bridge Engineer

SCALE AS NOTED
JUNE 21, 1952
CALC. BK. NO. 296
ACCOMP. BY DWGS. NO. 10434, 10435, S-83 & S-90

DRAWN BY C.E.M.
TRACED BY C.O.F.
CHECKED BY

SHEET 1 OF 5
BRIDGE NO. 7561
DRAWING NO. 10432



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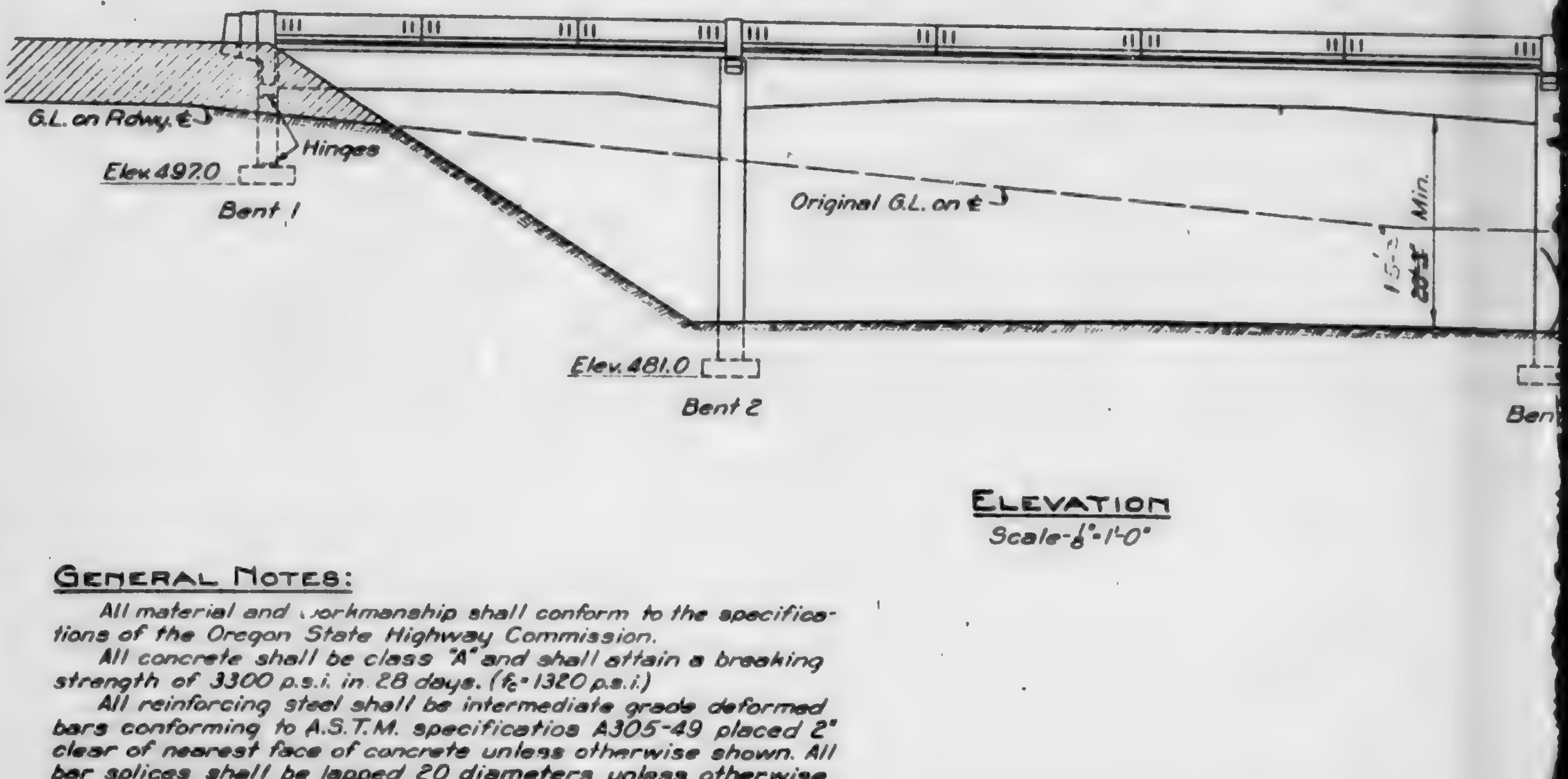


ELEVATION

Scale-1/8"=1'-0"

GENERAL NOTES:

All material and workmanship shall conform to the specifications of the Oregon State Highway Commission.

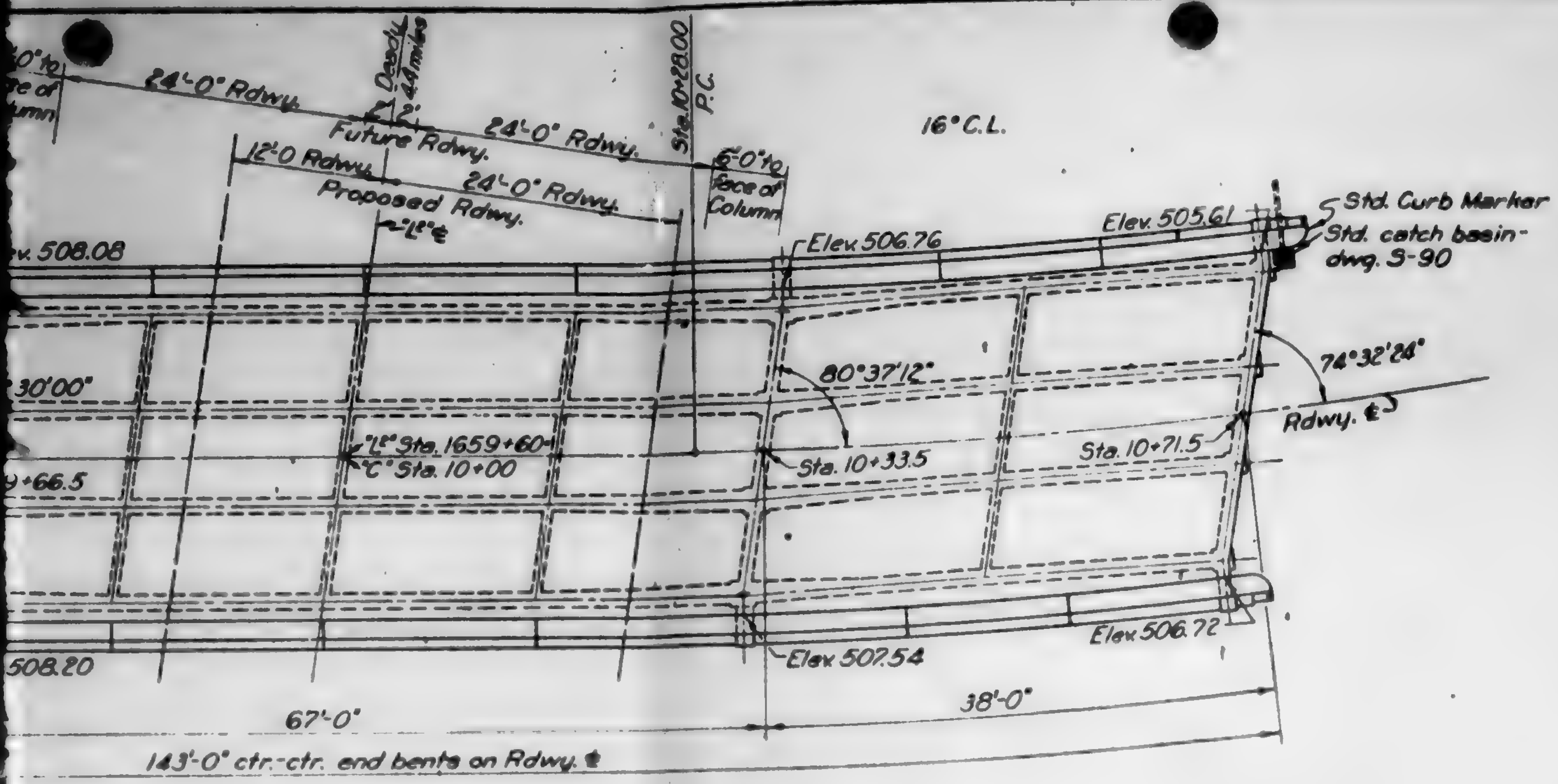
All concrete shall be class "A" and shall attain a breaking strength of 3300 p.s.i. in 28 days. (f_c=1320 p.s.i.)

All reinforcing steel shall be intermediate grade deformed bars conforming to A.S.T.M. specificatios A305-49 placed 2" clear of nearest face of concrete unless otherwise shown. All bar splices shall be lapped 20 diameters unless otherwise noted. (f_s=20,000 p.s.i.)

Bridge designed for H20-S16-44 loading.

Elevations shown are finish grade at gutterline.

Footings designed for soil bearing pressure of 2.5 tons per sq. ft., bents 1 & 4; 5.0 tons per sq. ft., bents 2 & 3.



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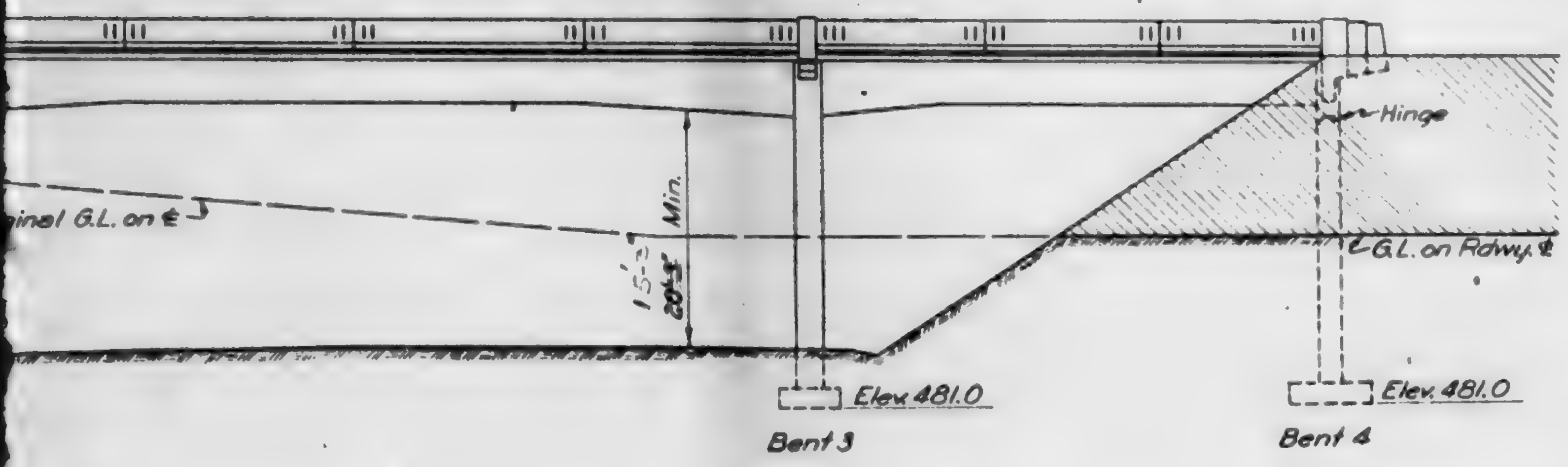

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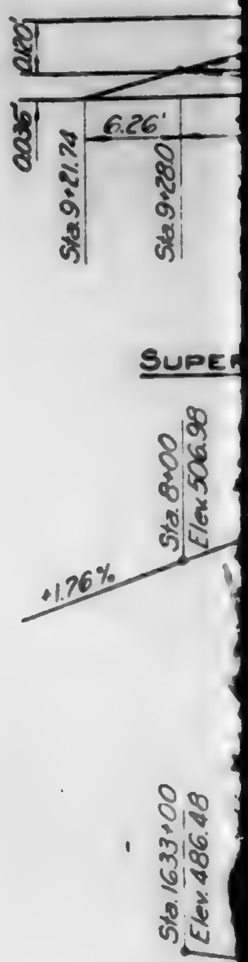
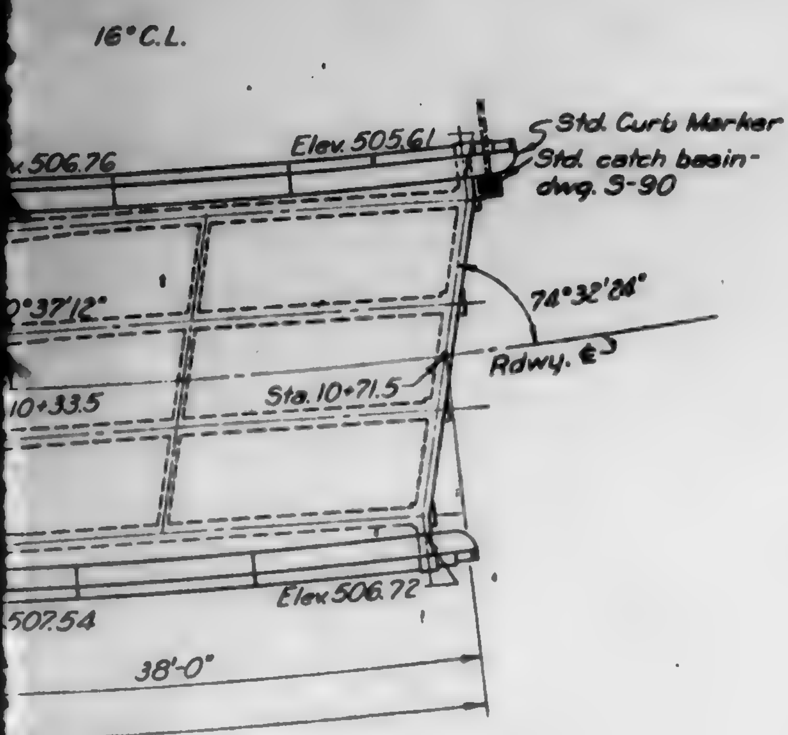
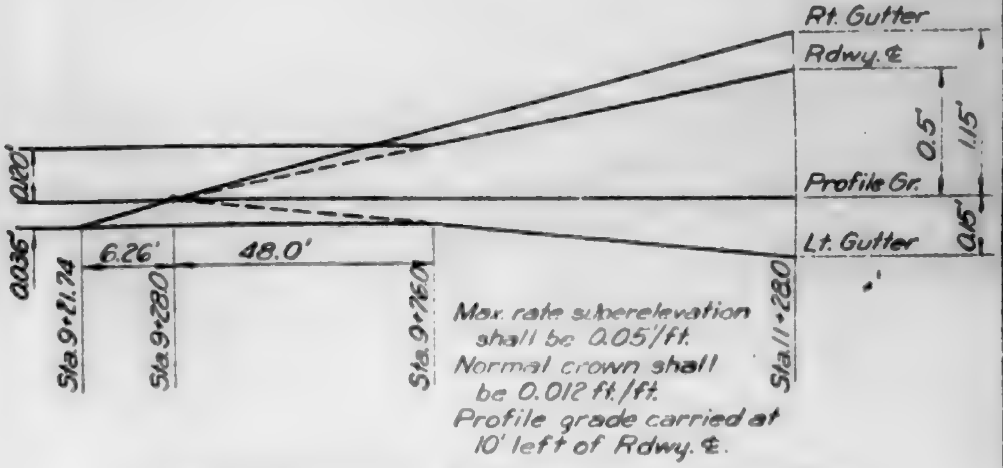


CEM
CH

Approved:
Bridge Engineer

SCALE A
JUNE 23,
CALC. BK
ACCOMP. E

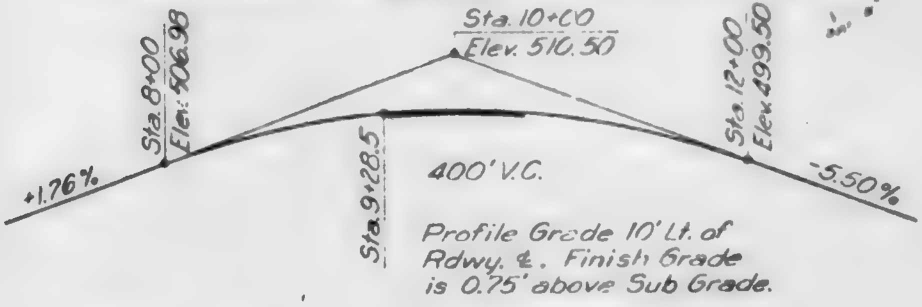




Max. rate superelevation shall be 0.05'/ft.
Normal crown shall be 0.012 ft./ft.
Profile grade carried at 10' left of Rdwy. ℄.

SUPERELEVATION TRANSITION DIAGRAM

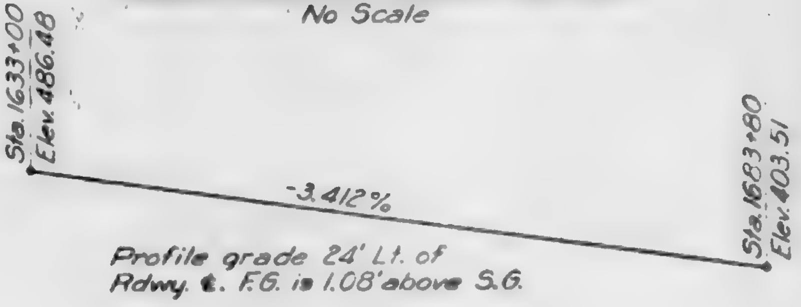
No Scale



Profile Grade 10' Lt. of Rdwy. ℄. Finish Grade is 0.75' above Sub Grade.

CEMETERY ROAD PROFILE

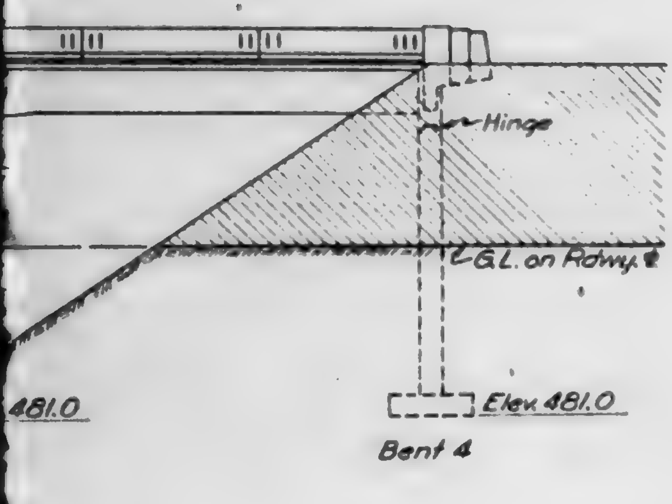
No Scale



Profile grade 24' Lt. of Rdwy. ℄. F.G. is 1.08' above S.G.

"L2" LINE PROFILE

No Scale



OREGON
STATE HIGHWAY COMMISSION

CEMETERY ROAD UNDERCROSSING

CHENOWETH PARK-DEADY SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY
PLAN & ELEVATION

Approved:
Bridge Engineer

SCALE AS NOTED	DRAWN BY C.E.M.	SHEET 1 OF 5
JUNE 23, 1952	TRACED BY C.O.F.	BRIDGE NO. 7562
CALC. BK. NO. 296	CHECKED BY	DRAWING NO. 10433

ACCOMP. BY DWGS. NO. 10434, 10435, S-83 & S-90

APPENDIX II

BRIDGE INSPECTION RECORDS

NORTH OAKLAND JUNCTION-SUTHERLIN JUNCTION SECTION

INTERSTATE 5

Form E-136—2M—12-63

State Printing 94711

Oregon State Highway Department

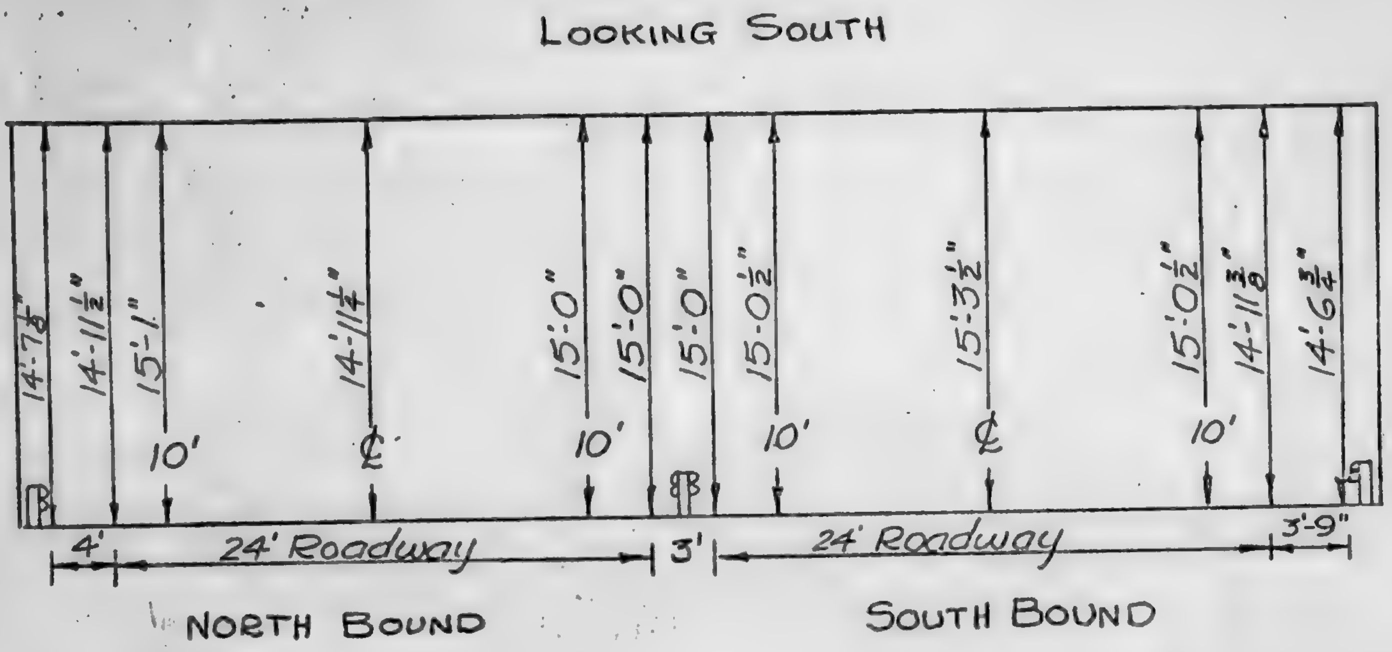
BRIDGE INVENTORY INSPECTION RECORD

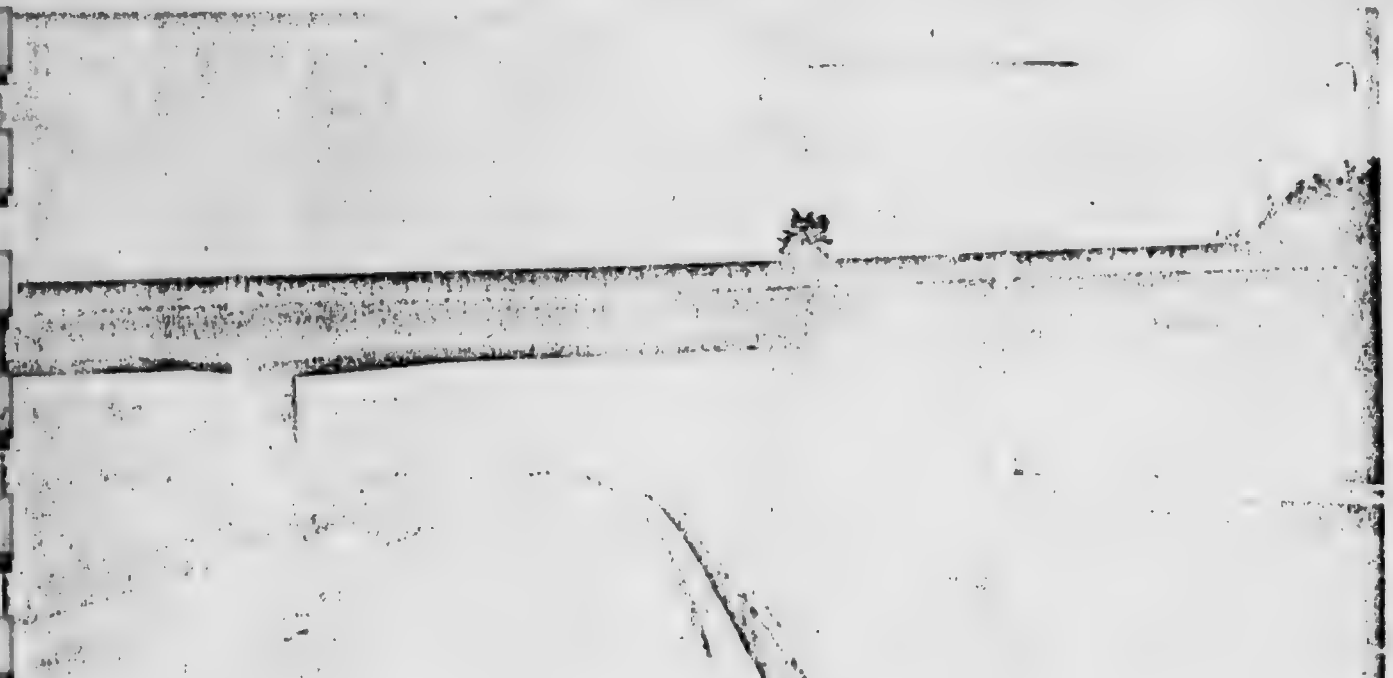
SKETCHES

Sheet ⑥ of ~~30~~

Bridge over UXING MANNING ROAD Road and mile No. 1 @ ~~170.47~~ 139.65 County DOUGLAS

Inspected by BANGERT Date 10-28-65 Bridge No. 7561





Hwy 1 Br. 7561

I-5 Structure Damage Study

Form E-156—2M—12-63

State Printing 5181

Oregon State Highway Department

BRIDGE INVENTORY INSPECTION RECORD

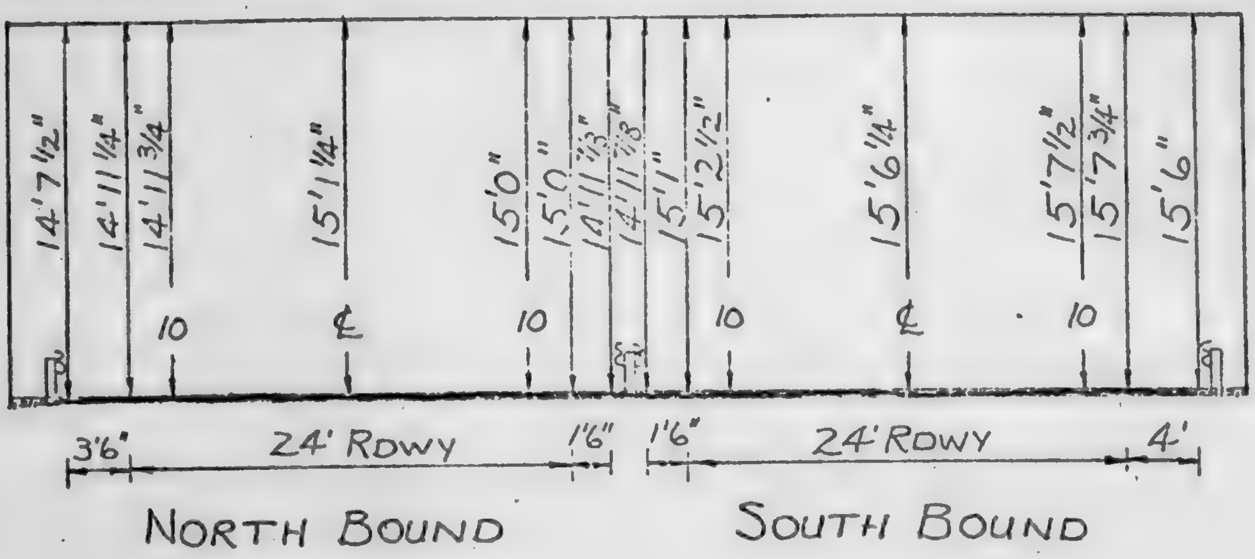
SKETCHES

Sheet 6 of 30

Bridge over UXING GREEN VALLEY RD. (CEMETERY RD.) Road and mile No. 1 137.11 ~~179.21~~ County DOUGLAS

Inspected by BANGERT Date 10-28-65 Bridge No. 7562

LOOKING SOUTH



I-5 Structure Damage Study

8654

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: August 9, 1974

In reply refer to: 1041

SUBJECT: Oregon Project I-5-3(-)137
North Oakland Jct.-Sutherlin Jct.
Pacific Highway (FAR 3), Douglas County
Pavement Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

cc Wolfe
Venting
8-14-74

Reference is made to Mr. Victor D. Wolfe's May 15, 1974 letter requesting approval of a four-inch asphaltic concrete overlay with leveling plus one-inch open graded plant mix seal. This office has reviewed the request and approval is given for the above section of Interstate 5.

G L Green
G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
AUG 12 '74
REFER TO Hunter
FOR

RECEIVED
AUG 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 15, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Re: North Oakland Jct-Sutherlin Jct
Pacific Highway (FAR 3), Douglas Co

An evaluation of the overlay requirements on the subject section has been completed. Four overlay procedures, underdesign, deflection, present condition and the "Williams Method", were used to obtain the result recommended and are included in the report.

Two copies of the overlay design analysis are attached for your review. Should any questions arise about the analysis, they will be promptly answered.

We request your approval of the four-inch asphaltic concrete overlay with leveling, plus one-inch open graded plant mix seal.

Very truly yours,

Victor D. Wolfe
Location Engineer

Attachments (2)
CJG:af jp
cc E.S. Hunter
C.J. Gregg

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

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Victor D. Wolfe
Location Engineer

Attachments (2)
CJG:af jp
cc E.S. Hunter
C.J. Gregg

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: N. Oakland Jct. - Sutherlin Jct.
Highway: Pacific (FAR 3)
County: Douglas
Prefix: 610-1934

Res. Engr.
Approx. Length 3.1± miles
Sta. 1614+00± to Sta. 1775+00±
Date April 29, 1974

Mean Truck A.D.T. 1292
Traffic Coefficient 9.5 (1973-1978)
18 kip s. a. per day 658.5

Annual Precipitation 32"±
Frost Penetration - - - -
CBE Total Requirement 31.5"

(1)

Typical Soil	
32	LL
9	PI
97	%P 10
61	%P 200
3	% Gravel
11	% C Sand
25	% F Sand
34	% Silt
27	% Clay
6	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
	OVERLAY	
	1.0	A.C.W.C.
	4.0	A.C.

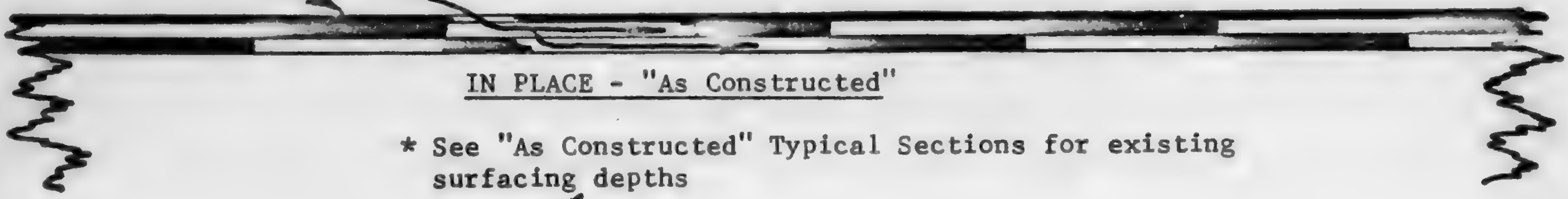
*IN PLACE "As Constructed"

STRUCTURAL SECTION

EXISTING ROADWAY (Where Utilized)

1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)

4.0" of Asphaltic Concrete w/an extra allowance for leveling



IN PLACE - "As Constructed"

* See "As Constructed" Typical Sections for existing surfacing depths

(1)
Clayey Sand

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Asst Location Engineer

Approved by
Asst. State Highway Engineer

Page

SECTION: N. Oakland Jct.-Sutherlin Jct.

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

"OTHER ROADS"

Traffic Coefficient	A.C. W.C.	*A.C. Wearing Surface*	A.C. Base	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
NEW WORK MAINLINE	1.0"	2.0"	12.0"	---	4.0"	31.5"	19.0"
8.0 - 9.0		2.0"	10.0"	---	5.0"	28.5"	17.0"
7.0 - 8.0		2.0"	8.0"	---	5.0"	25.0"	15.0"
6.0 - 7.0		2.0"	2.0"	---	13.5"	21.5"	17.5"
4.8 - 6.0		2.0"	---	---	14.5"	18.5"	16.5"
Cars Only		2.0"	---	---	9.5"	13.5"	11.5"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 29, 1974

TO Victor D. Wolfe, Location Engineer

FROM C. J. Gregg, Base Design Engineer

C. J. Gregg

SUBJECT Overlay Design Recommendations
N. Oakland Jct.-Sutherlin Jct.
Pacific Highway (FAR 3)
Douglas County

Following is a report on the evaluation of the pavement structural section from Station 1614+00± to Station 1775+00± of the subject project. Grading and paving were completed under two contracts.

The existing pavement structural section for the project was analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. This was accomplished by sampling the material sources used for the original projects, testing existing pavement cores, and duplicating in the laboratory from project records, mix designs, and aggregate materials required by standard specifications current at the time of construction. The results of these tests are then compared to present-day standard specifications to establish the equivalencies used in the computations. Below are the equivalencies established by the Laboratory for the subject section:

(Current Specification Crushed Base Equivalent = CBE = 1.0")

Asphalt Concrete (1959)	CBE = 1.8"
Aggregate Base (1959)	CBE = 0.9"
Asphalt Concrete (1953-54)	CBE = 1.9"
Aggregate Base (1953-54)	CBE = 1.0"

Underdesign Method

The result indicated below is the difference in crushed base equivalent credit allowed in the original surfacing design and the present (1974) design requirements. Supporting data includes Sketch Map (1); "As Constructed" Typical Sections and "Project Base Designs", A-1 through A-1-d; Laboratory letters and reports, A-2 through A-2-g; and Traffic Analysis sheets, A-3 and A-3-a.

The section below had Selected Subgrade Material as part of the structural section. No record of the source location or test results of the S.S.M. has been found. A number of holes were drilled in the existing roadway, and it appears that the material was obtained from existing roadway cuts. As the soil subgrade has been improved, a minimum thickness for the traffic classification was used in the computations rather than the original value of the soil.

NB Station 1614+00± to Station 1665+00±
NB Station 1725+00± to Station 1775+00±
SB Station 1614+00± to Station 1650+00±
SB Station 1725+00± to Station 1744+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1958-1978)
CBE Requirement	25.5"
Constructed CBE	16.0"
Total underdesign	9.5"
Asphaltic Concrete Overlay Required	4.75" or 5.0"

SB Station 1650+00± to Station 1725+00±
NB Station 1677+00± to Station 1691+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1958-1978)
CBE Requirement	25.5"
Constructed CBE	21.5"
Total underdesign	4.0"
Asphaltic Concrete Overlay Required	2.0"

NB Station 1665+00± to Station 1677+00±
NB Station 1691+00± to Station 1725+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1958-1978)
CBE Requirement	25.5"
Constructed CBE	16.0"
Total underdesign	9.5"
Asphaltic Concrete Overlay Required	4.75" or 5.0"

SB Station 1744+00± to Station 1775+00±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1958-1978)
CBE Requirement	25.5"
Constructed CBE	18.0"
Total underdesign	7.5"
Asphaltic Concrete Overlay Required	3.75" or 4.0"

Deflection Method

The overlay thickness required by deflection measurements is shown below, and a summary of the tests made in 1973 is attached, A-4 through A-4-b.

Station 1614+00± to Station 1775+00±

Average Deflection = 0.021
Evaluated (80%) O.W.T. = 0.025
1973-1978 Traffic Coefficient = 9.5
Six Year E.W.L.
(Remainder of design period) = 17,726,580
Tolerable Deflection = 0.011
Percent Reduction Required = 56.0
Crushed Base Equivalent Required = 8.5"
Asphaltic Concrete Overlay Required = 4.25" or 4.5"

Condition Survey Method

Thirteen test holes were drilled in the subject section in 1967. The various courses of the structural section were sampled and tested, and equivalencies were assigned. The equivalencies were established by comparing the test results of the existing material to present standard specifications. The credits allowed are indicated in the following computations. A summary of the test holes and laboratory results is shown as A-5 through A-5-b.

Station 1614+00± to Station 1775+00±

R Value Minimum for Traffic Classification
Traffic Coefficient = 9.5 (1973-1978)
CBE Required Thickness = 22.0"
A.C. (Average) = 6.0" x 1.8" = 11.0"
Base (Average) = 8.5" x 0.5" = 4.5"
CBE Deficiency = 6.5"
A.C. Deficiency = 3.25" or 3.5"

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-6 through A-6-b.

Station 1614+00± to Station 1775+00±

Data:

1958 - Authorization Date
1958 to 1978 - 20 Year Design Period
1959 - Year opened to traffic
1962 - Year pavement reached $P_t = 2.5$ (Obtained through John Sheldrake from section and paving foremen.)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 5.5 (Based on R = 35, Minimum for Traffic Classification)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1958 traffic data and 18 kip Traffic Analysis Sheets.

1959 - 1962 (Year of opening to year pavement reached $P_t = 2.5$)
Average Daily 18 kip Loads = 394.4
Total 18 kip Loads (1959-1962) = 431,866

From AASHO Chart 400-2, $P_t = 2.5$
SN Supplied = 2.51

1959 - 1978 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 675.9
Total 18 kip Loads (1959-1978) = 4,687,469

From AASHO Chart 400-1, $P_t = 2.0$
SN Required = 3.40

SN Required = 3.40
SN Supplied (Opening to 1962) = 2.51
SN To be added = 0.89

CBE Required = 0.89/0.14 = 6.36"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (6.36") = 3.18" say 3.5"

Recommendations

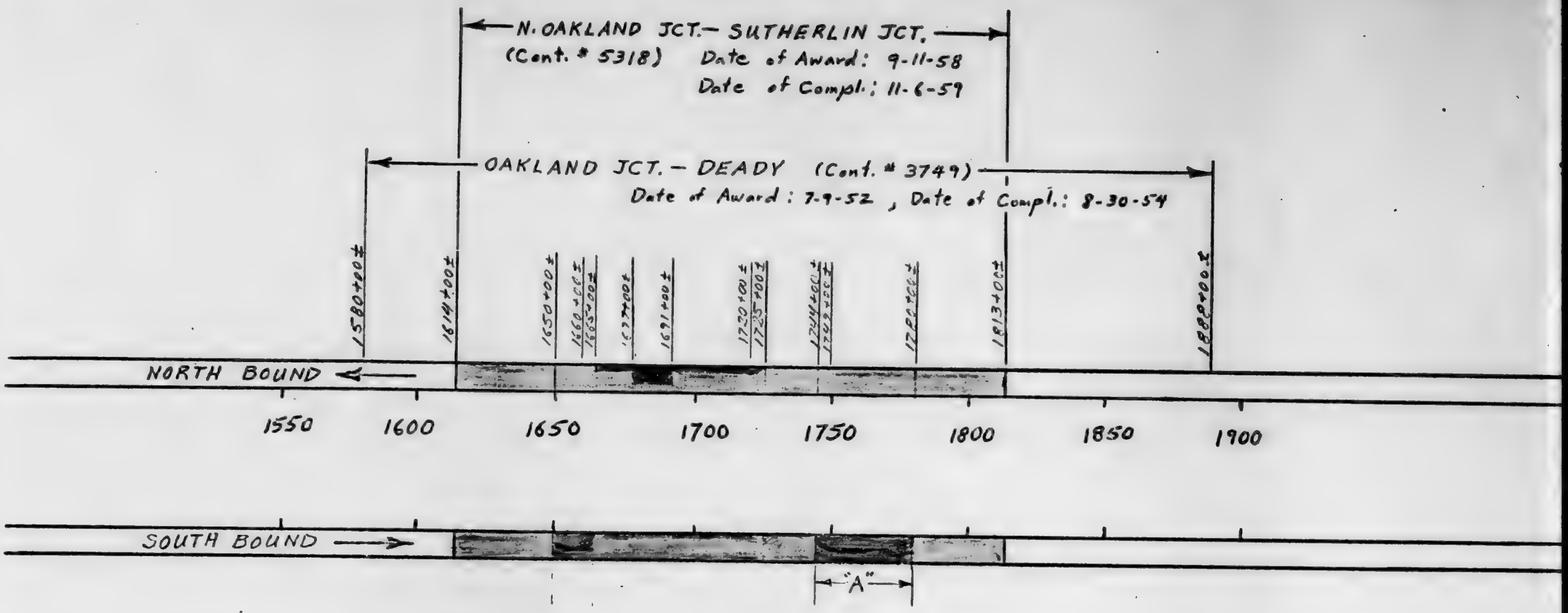
The data presented above indicates that a minimum of four inches asphaltic concrete overlay is required to successfully complete the planned twenty-year design period. Our recommendation is to place four inches of asphaltic concrete plus a nominal level course, and, dependent upon the availability of asphalt, a one-inch open-graded plant mix seal.

CJG:af

N. Oakland Jct.-Sutherlin Jct.
Pacific Highway (FAR 3)
Douglas County

INDEX TO ATTACHMENTS

Item	Page
Sketch Map	(1)
"As Constructed" Typical Sections	A-1, A-1-a, and A-1-b
Base Designs, 1958	A-1-c and A-1-d
Laboratory Letters	A-2 and A-2-a
Laboratory Reports (Core Tests)	A-2-b and A-2-c
Laboratory Reports (Aggregate)	A-2-d and A-2-e
Laboratory Reports (Mix Design)	A-2-f and A-2-g
Traffic Analysis	A-3 and A-3-a
Deflection Measurements	A-4, A-4-a and A-4-b
Summary of Test Holes and Laboratory Reports	A-5, A-5-a, and A-5-b
Traffic Analysis for "Williams Method"	A-6, A-6-a, and A-6-b



COLOR KEY

1959 NEW WORK SECTIONS

▨ 4.0" A.C. (1959)
2.0" A.L.
14.0" A.B.
18.0" S.S.M.

"A" 4.0" A.C. (1959)
2.0" A.L.
15.5" A.B.

1954 Construction

▨ 3.5" A.C. (1954)
1.5" A.L.
8.0" A.B.
18.0" S.S.M.

1959 Overlay

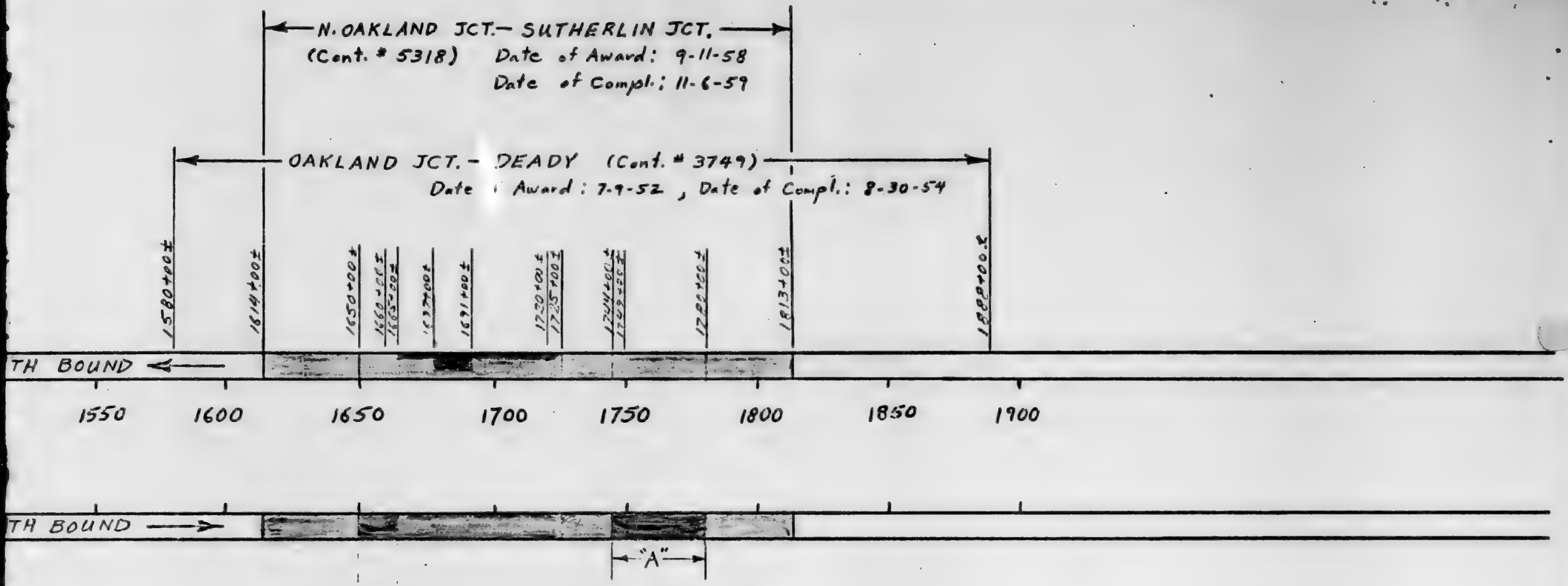
▨ 2.0" A.C. (1959)
3.5" A.C. (1954)
1.5" A.L.
8.0" A.B.
18.0" S.S.M.

1959 Sections Utilizing 10' Existing Shoulders

▨ 4.0" A.C. (1959)
2.0" A.L. (1959)
1.0" A.L. (1954)
8.0" A.B.
18.0" S.S.M.

▨ 4.0" A.C. (1959)
2.0" A.L. (1959)
7.0" A.B. (1954)
18.0" S.S.M.

(1)



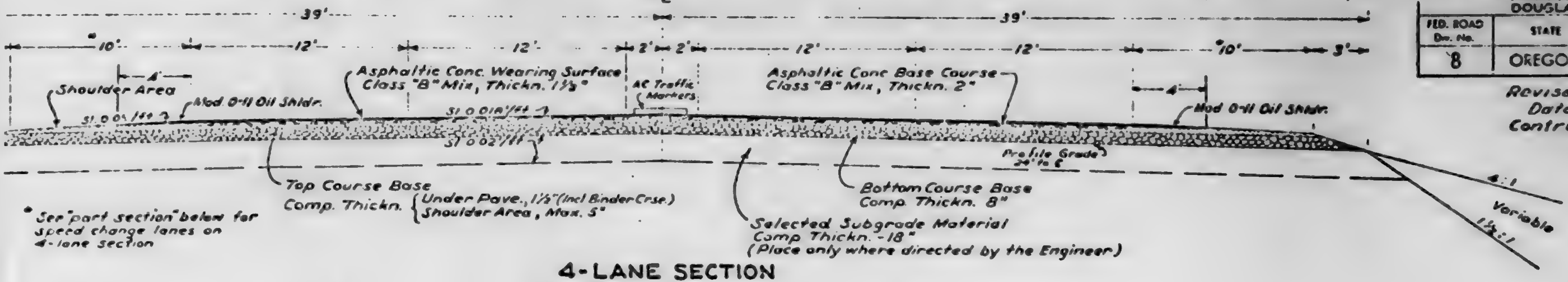
LOR KEY

NEW WORK SECTIONS		1954 Construction		1959 Overlay		1959 Sections Utilizing 10' Existing Shoulders		
☐	4.0" A.C. (1959) 2.0" A.L. 14.0" A.B. 18.0" S.S.M. 4.0" A.C. (1959) 2.0" A.L. 15.5" A.B.	▨	3.5" A.C. (1954) 1.5" A.L. 8.0" A.B. 18.0" S.S.M.	▨	2.0" A.C. (1959) 3.5" A.C. (1954) 1.5" A.L. 8.0" A.B. 18.0" S.S.M.	■	4.0" A.C. (1959) 2.0" A.L. (1959) 1.0" A.L. (1954) 8.0" A.B. 18.0" S.S.M.	▨ 4.0" A.C. (1959) 2.0" A.L. (1959) 7.0" A.B. (1954) 18.0" S.S.M.

TYPICAL SECTIONS

OAKLAND JUNCTION-DEADY UN CHENOWETH PARK-DEADY SE PACIFIC HIGHWAY DOUGLAS COUNTY		
FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	BFH23(11)

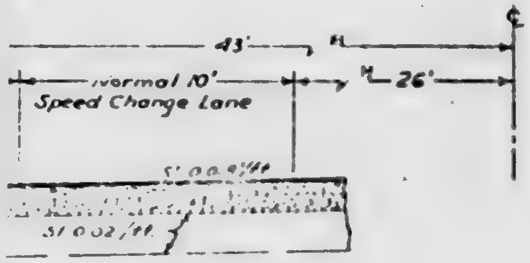
Revised as Const
Dated October
Contract Number



39'
39'
10'
12'
12'
2'
2'
12'
12'
10'
3'
4'
4'
Shoulder Area
Mod 0-11 Oil Shldr.
Sl. 0.05'/ft.
Asphaltic Conc. Wearing Surface Class "B" Mix, Thickn. 1½"
AC Traffic Markers
Sl. 0.018'/ft.
Sl. 0.02'/ft.
Asphaltic Conc Base Course Class "B" Mix, Thickn. 2"
Mod 0-11 Oil Shldr.
Profile Grade 24' to ℄
Top Course Base
Comp. Thickn. {Under Pave., 1½" (incl Binder Crse.) Shoulder Area, Max. 5"
Bottom Course Base Comp. Thickn. 8"
Selected Subgrade Material Comp Thickn. - 18" (Place only where directed by the Engineer)
4:1
Variable
1½:1

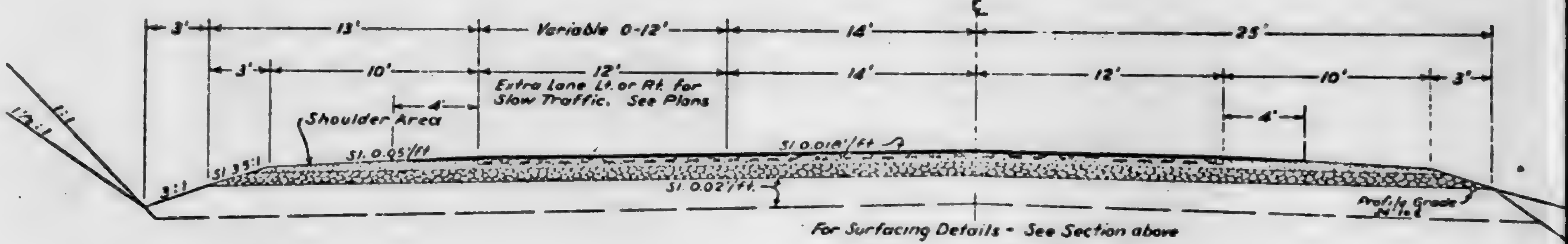
* See "part section" below for speed change lanes on 4-lane section

4-LANE SECTION
(See Plans for Locations)



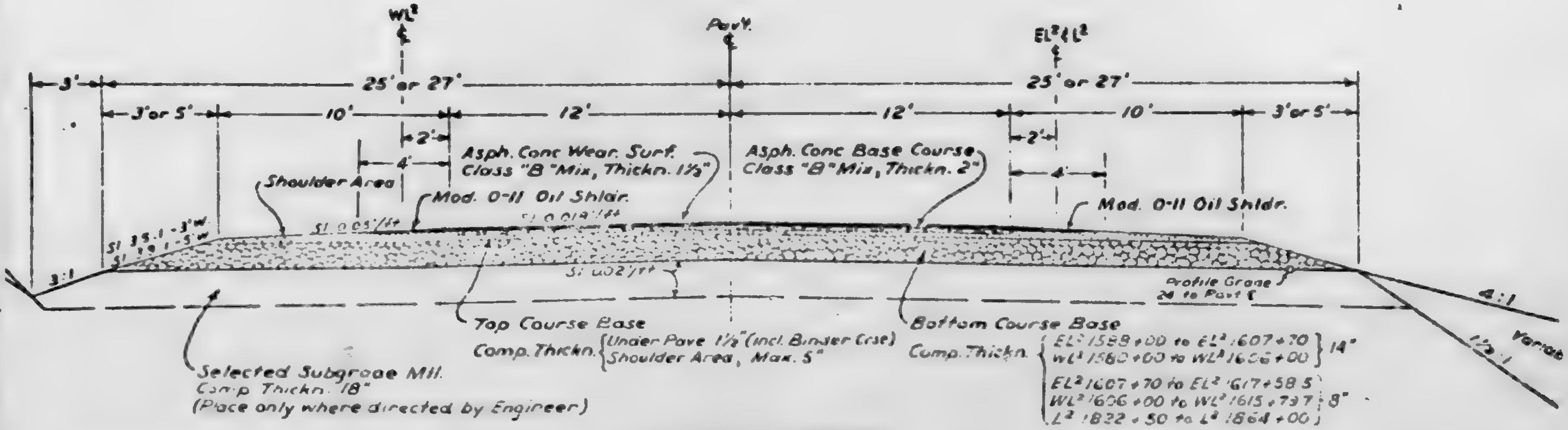
ng Dets - See Sect above

PART SECTION
SHOWING SPEED CHANGE LANES
ON 4-LANE SECTION
See Plans for Locations)



For Surfacing Details - See Section above

2 & 3-LANE SECTIONS
(See Plans for Locations & Widths)



WL² ℄
Pav't ℄
EL² & L² ℄
3'
25' or 27'
25' or 27'
3' or 5'
10'
12'
12'
10'
3' or 5'
2'
4'
2'
4'
Shoulder Area
Asph. Conc Wear. Surf. Class "B" Mix, Thickn. 1½"
Asph. Conc Base Course Class "B" Mix, Thickn. 2"
Mod. 0-11 Oil Shldr.
Mod. 0-11 Oil Shldr.
Sl. 0.05'/ft.
Sl. 0.018'/ft.
Sl. 0.02'/ft.
Sl. 3.5:1 - 3'W
Sl. 3.5:1 - 5'W
3:1
Profile Grade 24' to Pav't ℄
4:1
1½:1
Variab
Top Course Base
Comp. Thickn. {Under Pave 1½" (incl. Binder Crse) Shoulder Area, Max. 5"
Bottom Course Base
Comp. Thickn. {EL² 1588+00 to EL² 1607+70, WL² 1580+00 to WL² 1606+00} 14" {EL² 1607+70 to EL² 1617+58.5, WL² 1606+00 to WL² 1615+79.7, L² 1822+50 to L² 1864+00} 8"
Selected Subgrade Mtl. Comp Thickn. 18" (Place only where directed by Engineer)

2-LANE SECTION
(See Plans for Locations)

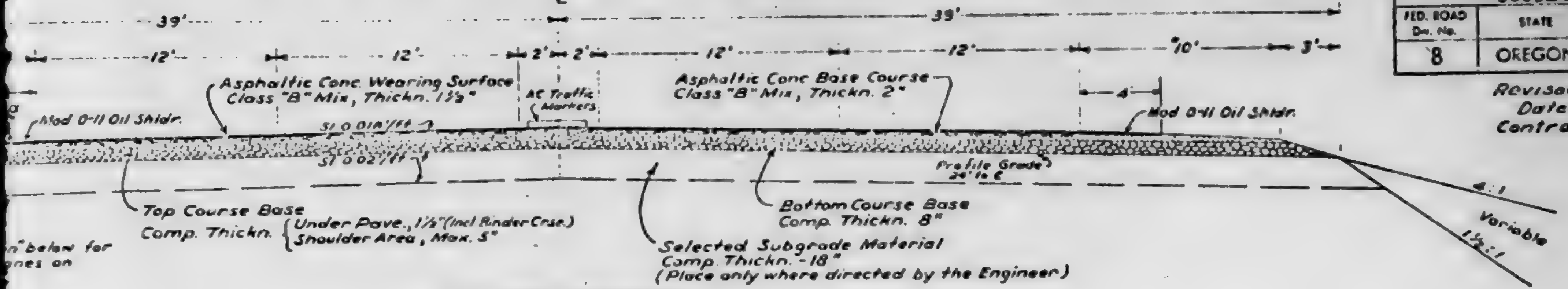
TWO LANE	THREE LANE	FOUR
Sta to Sta	Sta. to Sta	Sta to
1676+00 to 1692+00	1653+78 to 1676+00	1580+00
1822+50 to 1888+00	1692+00 to 1722+00	1722+00
	1748+00 to 1770+00	1770+00

TYPICAL SECTIONS

OAKLAND JUNCTION-CRADY UNIT
CHENOWETH PARK-CRADY SECT.
PACIFIC HIGHWAY
DOUGLAS COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON	BFH-23(11)		2-A	

Revised as Constructed
Dated October 1955
Contract Number 3749



39'
39'
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12'
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4'
Asphaltic Conc. Wearing Surface Class "B" Mix, Thickn. 1½"
AC Traffic Markers
Asphaltic Conc. Base Course Class "B" Mix, Thickn. 2"
Mod 0-11 Oil Shldr.
Mod 0-11 Oil Shldr.
Sl. 0.018'/Ft
Sl. 0.02'/Ft
Profile Grade 24' to ℄
Top Course Base
Comp. Thickn. {Under Pave., 1½" (Incl. Binder Crse.) Shoulder Area, Max. 5"}
Bottom Course Base Comp. Thickn. 8"
Selected Subgrade Material Comp. Thickn. -18" (Place only where directed by the Engineer)
4:1
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1½:1
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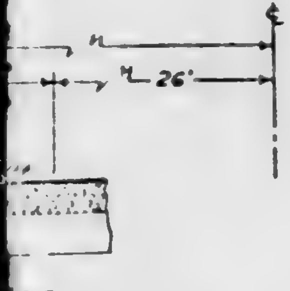
4-LANE SECTION
(See Plans for Locations)



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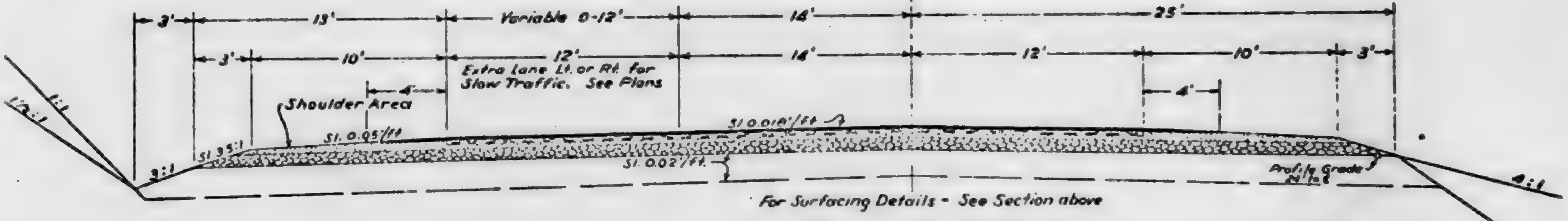
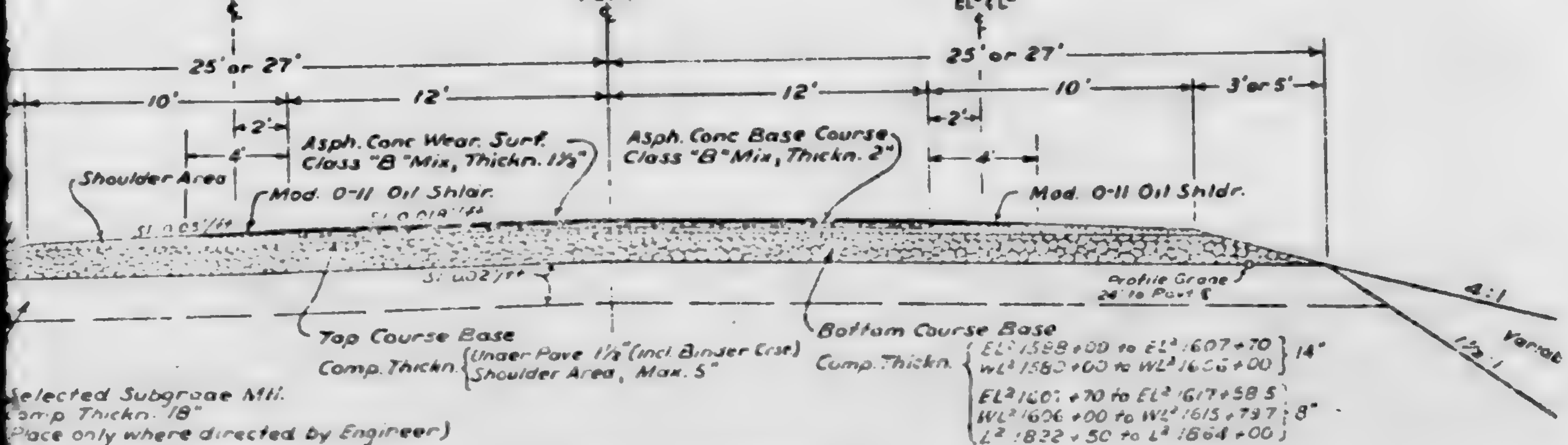


For Surfacing Details - See Section above

2 & 3-LANE SECTIONS
(See Plans for Locations & Widths)



WL ℄
Pav't ℄
EL & L ℄
25' or 27'
25' or 27'
10'
12'
12'
10'
3' or 5'
2'
4'
2'
4'
Asph. Conc. Wear. Surf. Class "B" Mix, Thickn. 1½"
Asph. Conc. Base Course Class "B" Mix, Thickn. 2"
Shoulder Area
Mod. 0-11 Oil Shldr.
Mod. 0-11 Oil Shldr.
Sl. 0.05'/Ft
Sl. 0.018'/Ft
Sl. 0.02'/Ft
Profile Grade 24' to Pav't ℄
Top Course Base
Comp. Thickn. {Under Pave 1½" (Incl. Binder Crse) Shoulder Area, Max. 5"}
Bottom Course Base
Comp. Thickn. {EL 1588+00 to EL 1607+70, WL 1580+00 to WL 1606+00} 14"
{EL 1607+70 to EL 1617+58.5, WL 1606+00 to WL 1615+73.7, L 1822+50 to L 1864+00} 8"
4:1
1½:1
Variab
Selected Subgrade Mtl.
Comp. Thickn. 18"
(Place only where directed by Engineer)

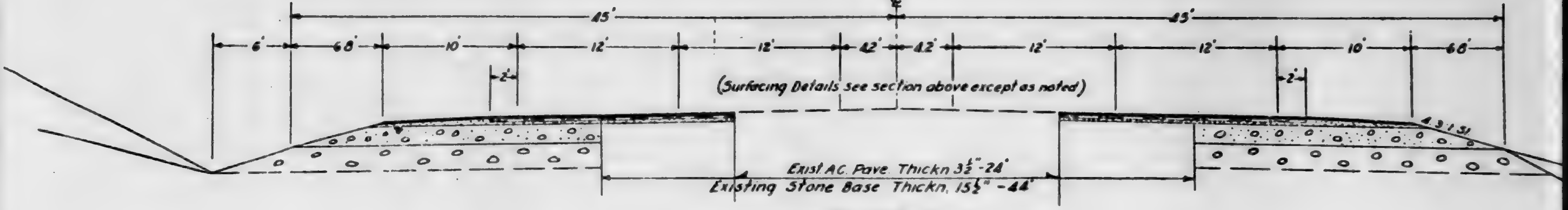
2-LANE SECTION
(See Plans for Locations)

TWO LANE	THREE LANE	FOUR LANE
Sta. to Sta.	Sta. to Sta.	Sta. to Sta.
1676+00 to 1692+00	1653+78 to 1676+00	1580+00 to 1653+78
1822+50 to 1888+00	1692+00 to 1722+00	1722+00 to 1748+00
	1748+00 to 1770+00	1770+00 to 1822+50

N.OAKLAND JCT.-SUTHERLIN JCT. SE
PACIFIC HIGHWAY
DOUGLAS COUNTY

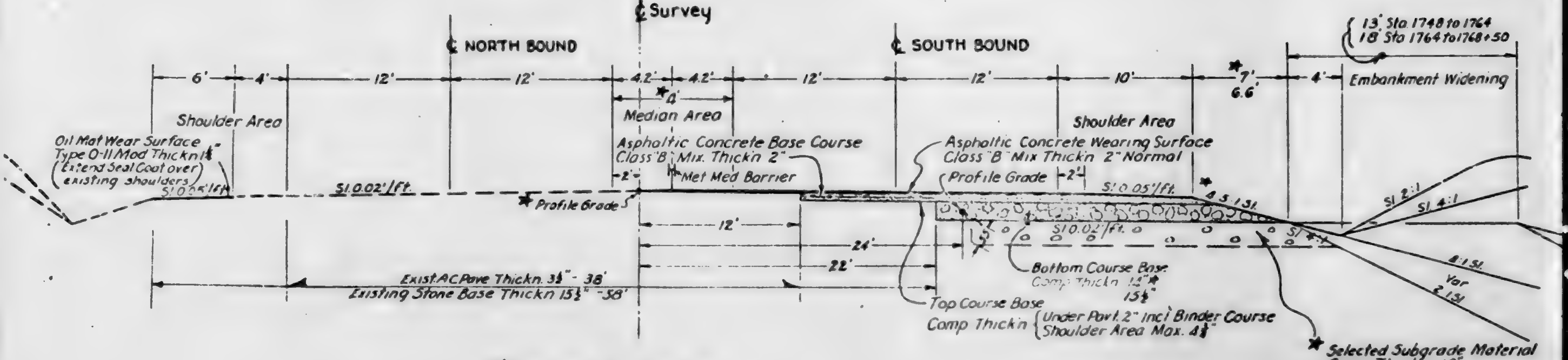
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISC. YEAR
8	OREGON	I-5-3(7)137	

.... CONSTRUCTED
8-60 CONTRACT 5318



℄
45'
45'
6'
6.8'
10'
12'
12'
4.2'
4.2'
12'
12'
10'
6.8'
2'
2'
(Surfacing Details see section above except as noted)
4.5:1 Sl.
Exist. A.C. Pave. Thickn 3½"-24'
Existing Stone Base Thickn. 15½" -44'

STA. 1677 to STA. 1691



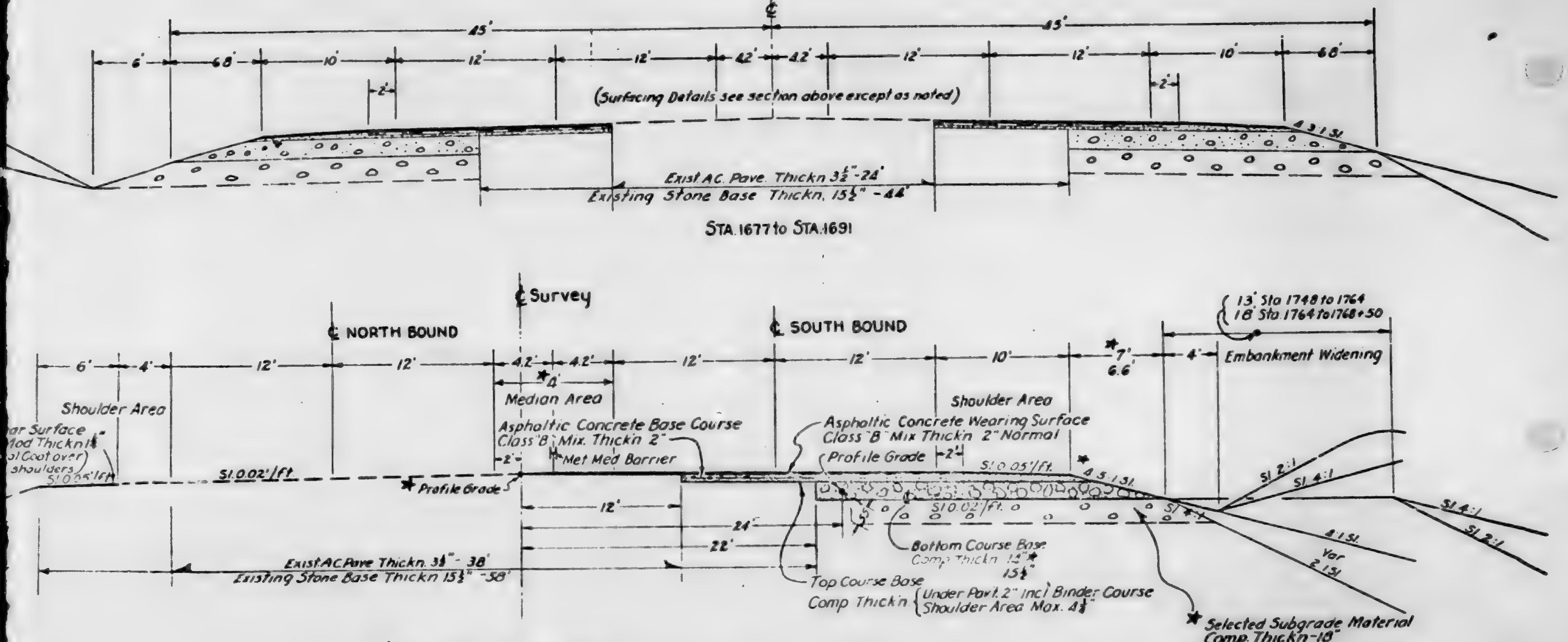
℄ Survey
℄ NORTH BOUND
℄ SOUTH BOUND
6'
4'
12'
12'
4.2'
4.2'
12'
12'
10'
★7'
6.6'
4'
Embankment Widening
13' Sta. 1748 to 1764
18' Sta. 1764 to 1768+50
★4'
Median Area
Shoulder Area
Shoulder Area
Oil Mat Wear Surface Type O-II Mod Thickn 1½"
(Extend Seal Coat over existing shoulders)
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
★ Profile Grade
Asphaltic Concrete Base Course Class "B" Mix. Thickn 2"
2'
Met Med Barrier
Asphaltic Concrete Wearing Surface Class "B" Mix Thickn 2" Normal
Profile Grade
2'
Sl. 0.05'/Ft.
★ 4.5:1 Sl.
Sl. 0.02'/Ft.
Sl. 4:1
Sl. 2:1
Sl. 4:1
4:1 Sl.
Var
2:1 Sl.
12'
24'
22'
Exist. A.C. Pave Thickn. 3½" - 38'
Existing Stone Base Thickn 15½" -58'
Bottom Course Base Comp Thickn 14"★ 15½"
Top Course Base Comp Thickn {Under Pavt. 2" Incl Binder Course / Shoulder Area Max. 4½"}
★ Selected Subgrade Material Comp. Thickn-18"

★STA. 1650 to STA. 1660
★ 1660 to 1665. (MEDIAN TAPER SECTION 4' to 8.4')
1744 to 1749 (MEDIAN TAPER SECTION 4' to 8.4')
1749 to 1775
1775 to 1780 (MEDIAN TAPER SECTION 8.4' to 4')

1614 to 1650
1725 to 1744
1780 to 1813
} CONST. MET. MEDIAN BARRIER & Oil SHLDRS. ONLY

N.OAKLAND JCT.-SUTHERLIN JCT. SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-3(7)137		See Index

[illegible] AS CONSTRUCTED
8-60 CONTRACT 5318



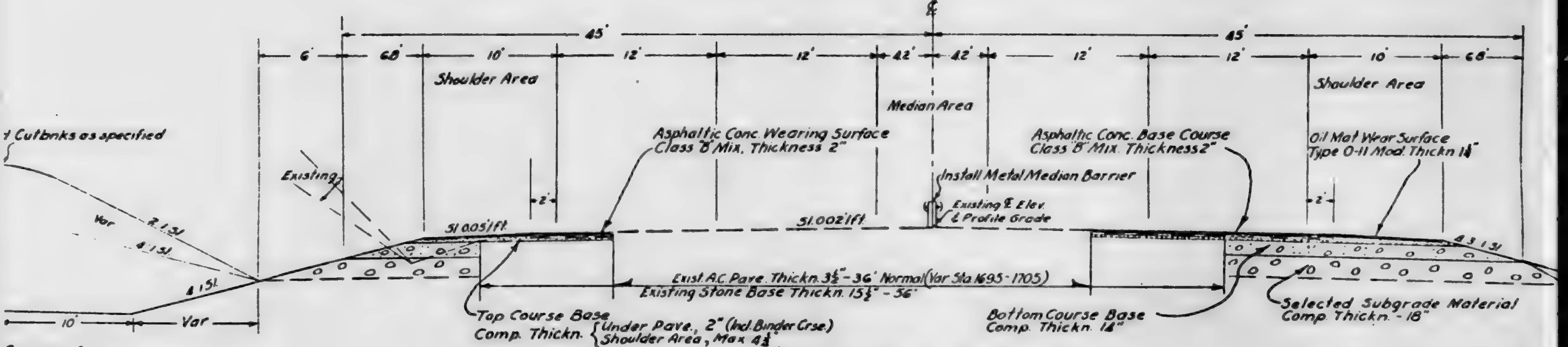
*STA. 1650 to STA. 1660
* 1660 to 1665. (MEDIAN TAPER SECTION 4' to 8.4')
1744 to 1749 (MEDIAN TAPER SECTION 4' to 8.4')
1749 to 1775
1775 to 1780 (MEDIAN TAPER SECTION 8.4' to 4')

1614 to 1650
1725 to 1744
1780 to 1813
} CONST. MET. MEDIAN BARRIER & OIL SHLDRS. ONLY

N.OAKLAND JCT.-SUTHERLIN JCT. SEC. PACIFIC HIGHWAY DOUGLAS COUNTY			
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISC. YEAR
8	OREGON	I-5-3(7)137	

[illegible] AS CONSTRUCTED
8-60 CONTRACT 5318

TYPICAL SECTIONS



℄
45'
45'
6'
6.0'
10'
12'
12'
4.2'
4.2'
12'
12'
10'
6.8'
Shoulder Area
Median Area
Shoulder Area
Cutbnks as specified
Existing
Var
2:1 Sl
4:1 Sl
4:1 Sl
4:3:1 Sl
2'
2'
Sl 0.05'/ft.
Sl 0.02'/ft.
Asphaltic Conc. Wearing Surface Class 'B' Mix. Thickness 2"
Asphaltic Conc. Base Course Class 'B' Mix. Thickness 2"
Install Metal Median Barrier
Existing ℄ Elev. & Profile Grade
Oil Mat Wear Surface Type O-II Mod. Thickn 1½"
Exist. A.C. Pave. Thickn. 3½"-36" Normal (Var Sta. 1695-1705)
Existing Stone Base Thickn. 15½"-36"
Top Course Base Comp. Thickn. {Under Pave., 2" (Incl. Binder Crse.) Shoulder Area, Max 4½"
Bottom Course Base Comp. Thickn. 1½"
Selected Subgrade Material Comp. Thickn. - 18"
10'
Var

CHANNEL CHANGE
A. 1674+50 to 1679 on Lt
1678+50 to 1679+39 on Rt.

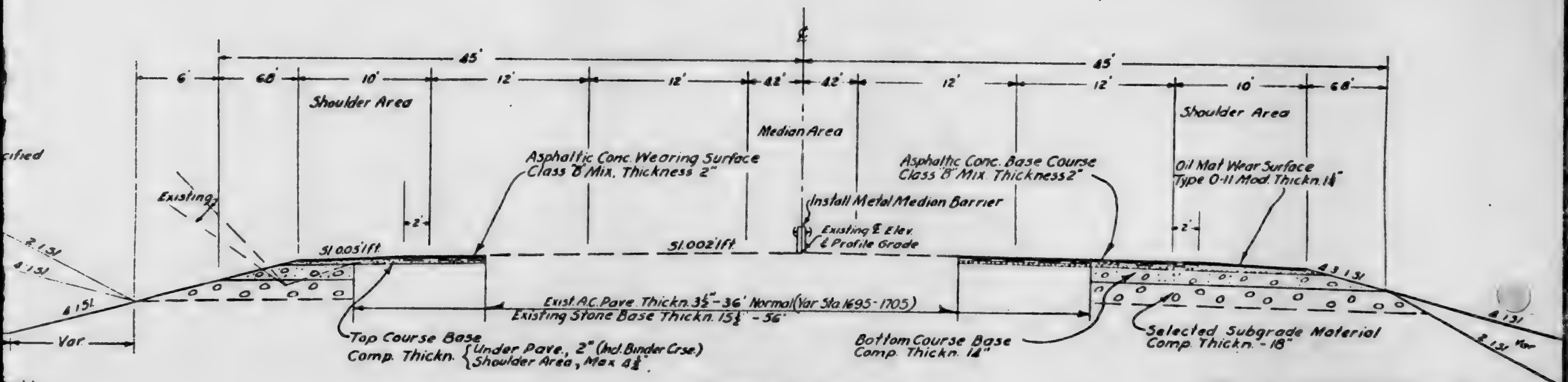
STA. 1665 to STA. 1677
1691 to 1720
1720 to 1725 (MEDIAN TAPER 8.4' to 4')

NOTE: Do not excavate for Sel. S
where suitable granular m
encountered

N. OAKLAND JCT.-SUTHERLIN JCT. SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISC. YEAR	TOTAL SHEETS
8	OREGON	I-5-3(7)137		See Index

[illegible] AS CONSTRUCTED
2-60 CONTRACT 5318

TYPICAL SECTIONS


℄
45'
45'
6'
6.8'
10'
12'
12'
4.2'
4.2'
12'
12'
10'
6.8'
Shoulder Area
Median Area
Shoulder Area
cified
Existing
2:1.5:1
4:1.5:1
4:1.5:1
Var.
on Lt
+39 on Rt
2'
2'
Asphaltic Conc. Wearing Surface Class 'B' Mix. Thickness 2"
Install Metal Median Barrier
Existing ℄ Elev. & Profile Grade
Asphaltic Conc. Base Course Class 'B' Mix. Thickness 2"
Oil Mat Wear Surface Type O-11 Mod. Thickn. 1½"
51.005'/ft.
51.002'/ft.
4:1.5:1
4:1.5:1
2:1.5:1 Var.
Exist. A.C. Pave. Thickn. 3½"-36' Normal (Var. Sta. 1695-1705)
Existing Stone Base Thickn. 15½" - 56'
Top Course Base Comp. Thickn. {Under Pave., 2" (Incl. Binder Crse.) Shoulder Area, Max 4½"
Bottom Course Base Comp. Thickn. 12"
Selected Subgrade Material Comp. Thickn. - 18"

STA. 1665 to STA. 1677
1691 to 1720
1720 to 1725 (MEDIAN TAPER 84' to 4')

NOTE: Do not excavate for Sel. Subg. Mat'l where suitable granular materials are encountered.

5318

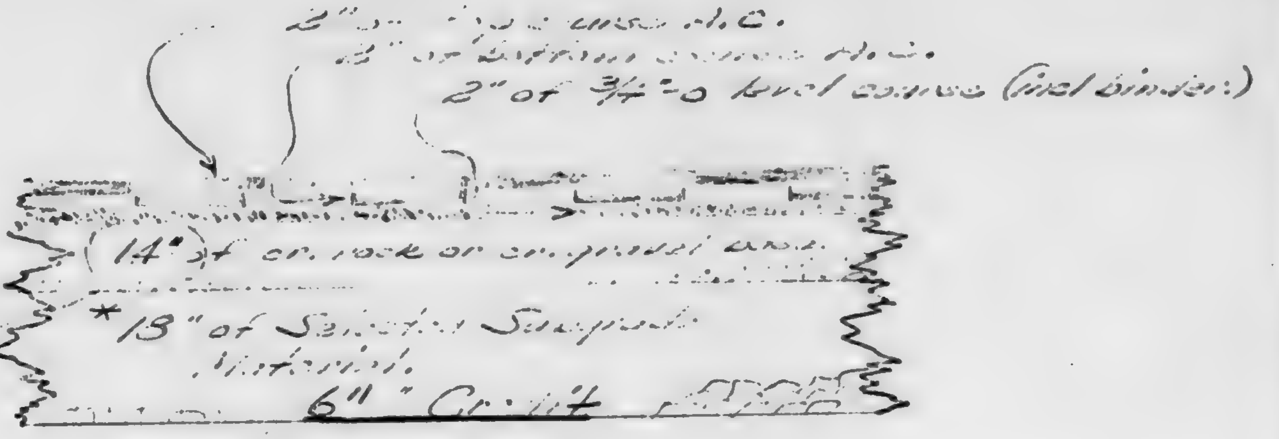
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Colapooya Creek Unit

Section Cinnamon Park - Dearly Highway Pacific County Douglas Prefix 10-1453

Res. Engr. G. L. Spaulding Length of Project 1.2± Miles. Approx. Sta. [illegible] to Approx. Sta. 1725+00 Date 6-17-[illegible]

TYPICAL SECTIONS [illegible] Traffic Classif. - V-H



2" of [illegible] A.C.
2" of [illegible] A.C.
2" of 3/4"-0 level course (incl binder)
(14") of cr. rock or [illegible]
*13" of Selected Subgrade Material.
6" Credit

① Typical Soil
37 LL
17 PI
79 % P. 200
36 % Silt
20 "R" Value

(①) Clay Loam

Used 14"
Selected subgrade material
generally poor and dirty in
this area. [illegible]

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			4	A.C.
			14	[illegible]
18	[illegible]	[illegible]	6	Credit
21½			36	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
[illegible] to be [illegible]											[illegible]
[illegible]	[illegible]	2.64	[illegible]	—	—	—	[illegible]	———	[illegible]	[illegible]	[illegible]

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

A-1-C

Submitted by H. L. Dickler
Soils Engineer

Recommended by [illegible]
Construction Engineer

Recommended by [illegible]
Engineer of Materials

Approved by [illegible]
Deputy State Highway Engineer

5318

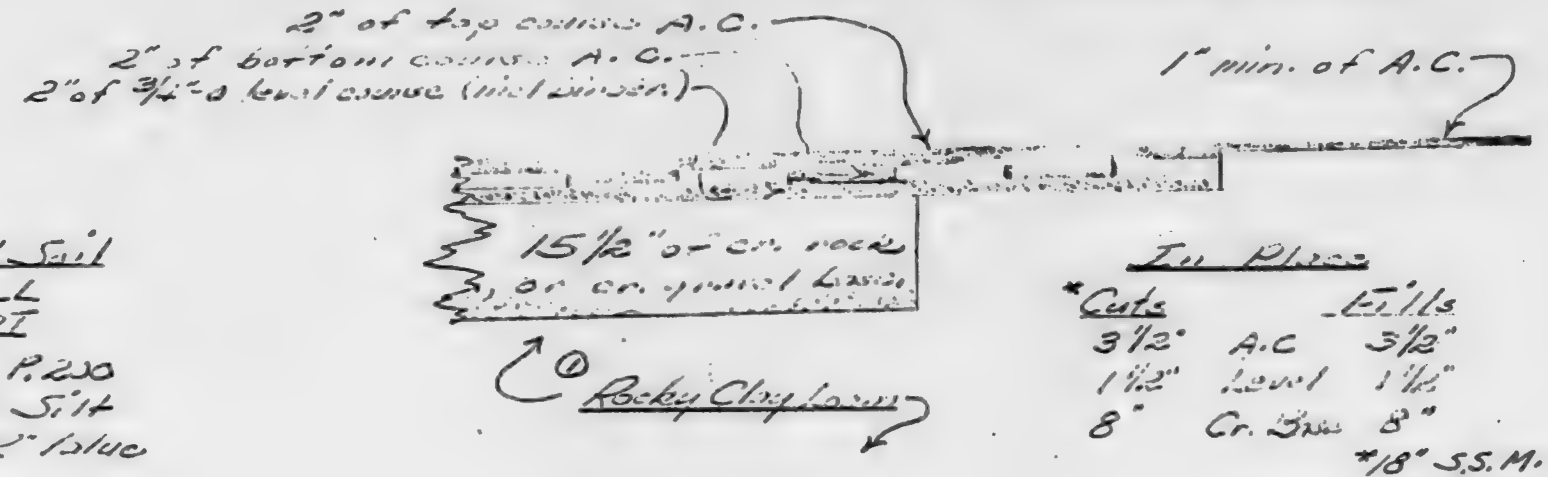
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Oakland Hill-Sutherlin Jct. Unit

Section Chenoweth Park - Dardy Highway Pacific County Douglas Prefix 10-14-23

Res. Engr. G. Spaulding Length of Project 0.68 Miles. N. Sta. 1744+00 to S. Sta. 1780+00 Date 6-13-58

TYPICAL SECTIONS Truck ADT ~540 Traffic Classif. - V-H ([illegible])



① Typical Soil
30 LL
21 PI
60 % P.200
30 % Silt
18 "R" Value

In Place		
*Cuts		Fills
3½"	A.C	3½"
1½"	Level	1½"
8"	Cr. Base	8"

*18" S.S.M. obtained from cuts.

Required Base & Wear Crushed	Required Base & Wear Not Crushed	Designed Base & Wear Exist. Surf. Allow.	Designed Base & Wear New Work	
			4 2 15½	A.C. L. Cr. Base
21½			21½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be selected by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer — G. King
Office Engineer
Design Engineer
Soils Engineer Division

A-1-d

[illegible] 6-26

Submitted by [illegible] Soils Engineer

Recommended by Construction Engineer

Recommended by C. [illegible] Asst. Engineer of Materials

Approved by Deputy State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE April 24, 1974

TO Victor D. Wolfe
Location Engineer

FROM John C. Jenkins, Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT Interstate Overlay Need Study
North Oakland Jct. - Sutherlin
Section of I-5

Attached are test reports #995388, 997904 and 73-21348 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1959 on subject project. Review of our files for Contract #5318 and test results for the recently sampled pavement and pit run aggregate indicate a 0.9 CBE aggregate base and a 1.8 CBE asphalt concrete pavement.

JEW:gs

cc: C. T. Keasey
A. Shirley
C. J. Gregg
G. E. Boyle

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE April 24, 1974

TO Victor D. Wolfe
Location Engineer

FROM John C. Jenkins, Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT Interstate Overlay Need Study
Oakland Jct.-Deady Section of
I-5.

Attached are test reports #995387, 74-4722 and 74-5094 which contain crushed base equivalent values (CBE) for asphalt concrete and stone base as constructed in 1953-54 on subject project. Review of our files for Contract #3749 and test results for the recently sampled pavement and pit run aggregate indicate a 1.0 CBE aggregate base and a 1.9 CBE asphalt concrete pavement.

JEW:gs

cc: G. T. Keasey
A. Shirley
C. J. Gregg
G. E. Boyle

A-2-a

Form E-60—(Rev. 8-73)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
PAVEMENT EVALUATION -
CORE TEST DATA - WEARING & BASE

Laboratory No. 997904
Data Sheet No. A62258
Prefix 610-1913-910
Laboratory charge $157.00

Project North Oakland - Sutherlin
Highway Pacific
Contractor White Bros.
Completed 1959
No. 5318
Date received March 27, 1972
Submitted by Elliott Parker
Date reported April 24, 1974
Source of Material M.P. 179.5 Southbound
Sampled or inspected at
To be used Pavement Evaluation
Sampled or inspected by Petersen & Beal
Quantity represented

Sample No.	258-A-1-Top	258-A-1-Base
Station	(Old) M.P. 179.5	(Old) M.P. 179.5
Lane	Southbound	Southbound
Test pavement thickness	1.6"	1.5"
Overlay patch thickness	4.5"	-
Gradation of Cores:		
Per cent ret. 1"	0.0	0.0
" " (¾" - 1/4")	50.5	47.2
" " (¼" - # 10)	18.9	20.9
" " (#10 - # 40)	12.9	14.5
" " (#40 - #200)	8.1	8.1
" " (Pass #200)	4.8	4.3
Asphalt Content, %	4.8	5.0
Reclaimed asphalt, Pen. @ 77° F	N.S.M.	14

Core lane location				
Bulk sp. gr., in place	2.32	2.29	2.31	2.30
Bulk sp. gr., recompacted	2.42	2.36	2.43	2.42
Per cent relative compaction	95.9	97.0	95.1	95.0
Per cent voids, in place	6.4	10.2	8.3	8.7
Per cent voids, recompacted	2.4	7.4	3.6	4.0

REPORT TO:

☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Shirley
☐ Resident Engineer
☐ District Engineer
X ☐ Files
X - Parker
X Soils & Geology

Test results indicate that the pavement asphalt content is low and asphalt reclaimed penetration is low. See Report #73-21348.

A-2-6

Form [illegible]—(Rev. 8-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
PAVEMENT EVALUATION - CORE TEST DATA - WEARING & BASE

Laboratory No. 74-5094
Data Sheet No. A62228
Prefix 610-1913-910
Laboratory charge $157.00

Project Oakland Jct. - Deady
Highway Pacific
Contractor White Bros. Completed 1954 No. 3749
Date received Feb. 8, 1973
Submitted by Elliott Parker
Date reported Apr. 24, 1974
Source of Material M.P. 181.02 & 180.12 NB; 179.5 & 181.0 SB
Sampled or inspected at Pavement
To be used Asphaltic Concrete
Sampled or inspected by Don Petersen
Quantity represented

Sample No.	228-C-3-Top		228-C-3-Base	
Station	(Old) M.P. 180.12		(Old) M.P. 180.12	
Lane	Northbound		Northbound	
Test pavement thickness	2.4"		2.0"	
Overlay patch thickness	3.5"		-	
Gradation of Cores:				
Per cent ret. 1"	0.0		0.0	
" " (¾" - 1/4")	36.9		40.7	
" " (¼" - # 10)	28.1		30.0	
" " (#10 - # 40)	16.4		11.2	
" " (#40 - #200)	8.3		8.2	
" " (Pass #200)	4.5		4.5	
Asphalt Content, %	5.8		5.4	
Reclaimed asphalt, Pen. @ 77° F	33		20	
Core lane location				
Bulk sp. gr., in place	2.30	2.31	2.27	2.25
Bulk sp. gr., recompacted	2.41	2.40	2.39	2.37
Per cent relative compaction	95.4	96.2	95.0	94.9
Per cent voids, in place	9.1	9.0	10.3	11.4
Per cent voids, recompacted	4.7	5.5	5.5	6.7

REPORT TO:

- ☐ F.H.W.A.
- X☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X☐ Region Engineer Shirley
- ☐ Resident Engineer
- ☐ District Engineer
- X☐ Files
- X Parker
- X Geology & Soils

The above test results indicate a low asphalt content for base lift. However, the average asphalt content for the project is 6.1%.

A-2-c

Form 2-41—[illegible]—1-64

ORE ON STATE HIGHWAY DEPARTME

Materials Division

Laboratory Report

Project: Interstate Overlay Need Study North Oakland Jct.-Sutherlin Jct.
Prefix No. 610-1913-910
County: Douglas
Highway: Pacific
Contract No. 5318
F.A. Project No.
Contractor: White Bros.
Date Reported: April 24, 1974
Submitted by: Elliott Parker
Completed 1959
Laboratory Charges: $141.00

REPORT ON SAMPLE OF AGGREGATE

Source of material: (NE ¼, SE¼, Sec. 34, (T. 24 S., R. 5 W. Hankenson Bar (O'Neals Bar) approx. 2 mi. downstream from (Walling Bar
Sampled at
Date received: Feb. 18, 1972
To be used: A/C
Quantity represented
Sampled by: W. H. Beal
Date Sampled

TEST RESULTS

Laboratory No. 995388
Type of material: Bar Run Gravel
Data Sheet No. A62329-8
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	2	2	
3	5	7	
2	9	16	
1½	8	24	
1	12	36	
¾	8	44	
½	10	54	
3/8	7	61	
¼	7	68	
4	4	72	
10	9	81	
40	11	92	
80	5	97	
200	2	99	
P200	1.6	1.6	
J-11 P200		3.9%	

Abrasion, per cent wear, Los Angeles Rattler 17.24 - A -
Specific gravity (Bulk) 2.58; SSD 2.65; Absp. 2.90%
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 1/2-3/4 = 4.44%
3/4-3/8 = 10.73%
3/8-# 4 = 11.57%
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %

Oregon degrad.	P #20	Height	Referee P #20	Referee Height
Bag #1	19.75%	4.6"	18.02%	3.4"
#2	22.38%	3.2"	16.44%	2.6"
#3	19.85	3.1"	19.49%	2.4"
#4	26.88	8.0	21.19%	5.3"
#5	25.13	7.2"	25.92%	4.5"

Review of Contract #5318 records & the above test results indicate that the crushed aggregate base (1½"-0) as constructed is of a 0.9 CBF quality. Three of five degradation test results for the material represented show excess degradation.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Shirley
Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X Parker

Engineer of Materials

A-2-d

Form 2-41-3M-1-64

ORI[illegible]ON STATE HIGHWAY DEPARTME[illegible]
Materials Division
Laboratory Report

Project	Interstate Overlay Need Study Oakland Jct.-Deady	Prefix No.	610-1313-910
Highway	Pacific	County	Douglas
Contractor	White Bros. Contract No. 3749	F.A. Project No.	
Submitted by	Elliott Parker Completed 1954	Date Reported	April 24, 1974
		Laboratory Charges	$141.00

REPORT ON SAMPLE OF AGGREGATE

Source of material (NW ¼, NE¼, (Sec. 20, T. 26 S., R. 5 W.-Stan Short Property E. of Wilbur on N. Umpqua (Source is depleated)

Sampled at

To be used A/C

Date received Feb. 18, 1972

Sampled by W. H. Beal

Quantity represented

Date Sampled

TEST RESULTS

Laboratory No. 995387

Type of material Bar Run Gravel

Data Sheet No. A62329-A

Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	1	1	
3	4	5	
2	7	12	
1½	7	19	
1	11	30	
¾	8	38	
½	12	50	
3/8	7	57	
¼	6	63	
4	4	67	
10	8	75	
40	13	88	
80	9	97	
200	2	99	
P200	1.1	1.1	
T-11 P200		2.2%	

Abrasion, per cent wear, Los Angeles Rattler 21.48 - A -

Specific gravity (Bulk) 2.59; SSD 2.67; Absp. 3.03%

Unit weight, dry rodded, lbs. per cubic foot

Unit weight, loose, lbs. per cubic foot

Fineness factor

Sodium sulfate test, per cent loss 1/2-3/4 = 4.27%

3/4-3/8 = 10.74%

3/8-# 4 = 11.63%

Plasticity index: Natural fines %

Manufactured fines %

Liquid limit: Natural fines %

Manufactured fines %

Oregon degradation:	P #20 %	Height in.	Referee P #20 %	Referee Height in.
Bag #1	18.95	1.5		
#2	21.50	2.6		
#3	26.05	2.4		
#4	24.60	1.9		
#5	27.78	2.8		

Review of Cont. #3749 records & the above test results indicate that the aggregate base as constructed in 1954 is of a 1.0 CSE quality.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
XConstruction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
XDivision Engineer Shirley
Resident Engineer
Dist. Maint. Supt.
Foreman
XGeology and Soils
XFiles
X Parker

Engineer of Materials

A-2-e

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

Laboratory No. 21348
Data Sheet No. 62337-B
Prefix 610-1413-910
Amount Charge [illegible]
Date Received 2/13/73
Date Reported Apr. 24, 1974

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Needs Study

Project North Oakland Jct-Sutherlin Jct Mix Type-Class "B" A/C
Contractor: Prime White Bros. Const. Contract No. 5318 Fed. Aid No.
Paving Completed: 1959
Engineer: Region L.R. Chandler Resident J. Hagedorn
Aggregate: Source [illegible] (O'Neal's Bar) Type Gravel
Asphalt: Brand Chevron Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 5318			Comp. Agg.	RECOMMENDED MIX PROPORTIONS				
				Dry	Gradation - test sample washed by Rotarex				
~~% Comb.~~	Bit. Ave.			Sieve		Wearing Surface	Base Course	Shoulder Course	P.M.B.S. Course
1									
¾									
½	11.9			12.5	11.9	11.2	11.1		
3/8				16.1	15.3	14.2	14.2		
¼	30.9			16.4	15.6	14.7	14.6		
4	10.0			10.5	10.0	[illegible]	9.4		
10	16.5			17.3	16.4	[illegible]	15.4		
40	14.6			15.4	14.6	13.3	13.7		
200	7.4			7.8	10.1	8.5	8.5		
P200	3.8			4.0	6.1	5.3	5.7		
~~[illegible]~~ A/C	4.9								
Asphalt Content Including ○ %Retention						5.7	6.3		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.S.
Bulk Sp. Gravity @ 100% Compaction	2.40	2.42		
Mix Design % Voids @ 100% Compaction	3.9	1.9		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - @compaction 280 °F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 85/100	4.5	[illegible]	[illegible]	6.0	[illegible]
" Film Thickness	Dry	Dry-Semi	[illegible]	[illegible]	[illegible]
Stability Value @ 1st Compaction	46	43	45	45	[illegible]
Cohesion " " " "	292	301	343	441	373
Bulk Sp. Gravity @ 1st Compaction	2.31	2.33	[illegible]	2.37	2.37
Percent Voids " " "	9.1	7.5	6.0	4.4	[illegible]
Stability Value @ 2nd Compaction	63	61	55	[illegible]	[illegible]
Bulk Sp. Gravity @ 2nd Compaction	[illegible]	2.37	[illegible]	2.41	[illegible]
Percent Voids " " "	7.5	6.0	[illegible]	2.9	1.2
Real Gravity @ 0% Voids	2.54	2.52	[illegible]	[illegible]	[illegible]

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Chevron 85/100	4.5	5.5	6.5
Index of Ret. Str. (%) ≥	[illegible]	[illegible]	[illegible]

FWHA
XConstruction
Maintenance
XRegional Engineer Shirley
Regional Maint. Eng.
Resident Engineer
Soils & Geology
XRegional Geologist Parker
2XFiles
X Soils & Geology

Review of Cont. #5318 records & the above test results & test report #997904 indicate that the asphalt concrete as constructed is of a 1.8 CBE quality. The degrading nature of the aggregate & the poor asphalt aggregate adhesion as indicated by the Low Index of retained strength along with an average asphalt content deficiency of 1% contribute to this conclusion.

Engineer of Materials

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need Study

Laboratory No. M 4722
Data Sheet No. 62327
Prefix 610-1913-910
Amount Charge 140 —
Date Received 2/16/73
Date Reported Apr. 24, 1974

Project Oakland Jct.-Dandy Mix Type-Class "B" A/C
Contractor: Prime White Bros. Contract No. 3749 Fed. Aid No.
Paving J.C. Compton Completed 1954
Engineer: Region L.R. Crawford Resident R.D. [illegible]
Aggregate: Source McBee Bar 3mi E. of Willow Mill [illegible] Type Gravel
Asphalt: Brand Chevron Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 3749			Comb. Agg.		RECOMMENDED MIX PROPORTIONS			
				Dry	Gradation - test sample washed by rotarex				
[illegible]	Bit Ave.			Sieve		Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
¾									
½	8.6			9.2	9.5	8.5	9.4		
3/8				15.0	14.7	13.4	13.3		
¼	31.3			14.3	15.0	17.0	16.9		
4	9.3			9.9	9.7	9.1	9.1		
10	17.2			18.3	18.0	17.9	16.4		
40	13.7			14.6	14.3	13.5	13.4		
200	8.2			8.7	10.1	9.5	9.4		
P200	5.6			6.0	6.1	5.7	5.7		
~~No. Ave.~~ A/C	6.1								
Asphalt Content Including 0.0 % Retention						5.8	6.4		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.41	2.44		
Mix Design % Voids @ 100% Compaction	3.3	2.0		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 85/100	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry	Dry-Sl.	Sl.Th.	Sl. Thick	Thick
Stability Value @ 1st Compaction	40	40	32	23	8
Cohesion " " "	370	370	530	672	650
Bulk Sp. Gravity @ 1st Compaction	2.33	2.35	2.37	2.37	2.37
Percent Voids " " "	8.3	6.7	5.2	3.6	3.7
Stability Value @ 2nd Compaction	59	53	36	16	9
Bulk Sp. Gravity @ 2nd Compaction	2.39	2.40	2.42	2.44	2.46
Percent Voids " " "	6.3	4.8	3.2	1.6	0.0
Real Gravity @ 0% Voids	2.54	2.52	2.50	2.48	2.46

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Chevron 85/100	5.0	6.0	7.0
Index of Ret. Str. (%)	55	61	70

FWHA
XConstruction
Maintenance
XRegional Engineer Shirley
Regional Maint. Eng.
Resident Engineer
XSoils & Geology
XRegional Geologist Parker
2XFiles

Review of Cont. #3749 records, the above test results & test report #74-5094 indicate that the asphalt concrete as constructed is of a 1.9 CBE quality. The above test results indicate that the Index of Retained Strength of the pavement at an average asphalt content of 6.1% is less than the 70% minimum now specified.

Engineer of Materials

A-2-9

Page ______

TRAFFIC ANALYSIS

SECTION: N. Oakland Jct.-Sutherlin Jct.
HIGHWAY: Pacific (FAR 3)
COUNTY: Douglas

3500 Present ADT (1958)
17.1 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	110	3.3	363	237	450	106,650
3	80	3.3	264	172	1000	172,000
4	30	3.3	99	65	1250	81,250
5	375	3.3	1238	807	3180	2,566,260
6	5	3.3	17	11	2570	28,270
				1292	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,954,430
TWENTY YEAR EWL 59,088,600
TRAFFIC COEFFICIENT 10.9

Page ______

TRAFFIC ANALYSIS

SECTION: N. Oakland Jct.- Sutherlin Jct.
HIGHWAY: Pacific (FAR 3)
COUNTY: Douglas

3500 Present ADT (1958)
17.1 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	110	3.3	363	237	450	106,650
3	80	3.3	264	172	1000	172,000
4	30	3.3	99	65	1250	81,250
5	375	3.3	1238	807	3180	2,566,260
6	5	3.3	17	11	2570	28,270
				1292 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 2,954,430
SIX
~~TWENTY~~ YEAR EWL 17,726,580
TRAFFIC COEFFICIENT 9.5

A-3-a

N. Oakland Jct.-Sutherlin Jct.
Pacific Highway (FAR 3)
Douglas County

Mile Point	O.W.T.	I.W.T.
		0.025
NB 138.85		
	0.020	
	0.025	
		0.051
	0.024	
	0.016	
		0.019
	0.017	
	0.020	
		0.025
	0.018	
	0.016	
		0.020
		0.025
	0.022	
	0.014	
		0.021
	0.014	
	0.018	
		0.023
	0.019	
	0.023	
		0.025
	0.025	
	0.018	
		0.027
	0.022	
	0.035	
		0.025
	0.041	
	0.030	
		0.026
	0.017	
	0.017	
		0.021
NB 138.20		
	0.022	
	0.018	
		0.024
	0.014	
	0.012	
		0.020
	0.013	
	0.017	
		0.016

Continued:

N. Oakland Jct.-Sutherlin Jct.
Pacific Highway (FAR 3)
Douglas County

Mile Point	O.W.T.	I.W.T.
NB 138.20 Continued:	0.021	
	0.013	
		0.016
	0.017	
	0.017	
		0.015
	0.017	
	0.020	
		0.016
	0.022	
	0.031	
		0.035
	0.030	
	0.018	
		0.020
	0.014	
	0.026	
		0.023
	0.027	
	0.026	
		0.027
SB 137.25		0.026
	0.027	
	0.017	
		0.020
	0.019	
		0.022
	0.016	
	0.022	
	0.011	
		0.014
	0.015	
		0.022
	0.015	
	0.013	
	0.017	
		0.016
	0.014	
	0.015	
		0.010
	0.015	
	0.015	
		0.015
	0.015	
	0.015	

A-4-a

N. Oakland Jct.-Sutherlin Jct.
Pacific Highway (FAR 3)
Douglas County

Mile Point	O.W.T.	I.W.T.
NB 137.15		0.022
	0.021	
	0.024	
		0.030
	0.020	
	0.023	
		0.018
	0.023	
	0.026	
		0.031
	0.017	
	0.033	
		0.019
	0.022	
	0.024	
		0.029
	0.022	
	0.023	
		0.020
	0.025	
	0.024	
		0.025
	0.031	
	0.026	
	0.013	

A-4-6

NORTH OAKLAND JCT. - SUTHERLIN JCT.
Pacific Highway (FAR 3)
Douglas County

															CLASSIFICATI	
Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	AASHO	Textur
NB 181.2 8' Rt.	2	0 - 5"	AC	Alligatored, patched												
		- 13"	+2"	61.8	35.1	16.5	8.3	24	2	16.1	16.2	27.34 2.5	61	7.5	A-1-a	Si.Sa.Gr.
		- 36"	+1½"	88.2	72.6	39.6	31.7	32	10	——	NSM	70.86 14.4	7	11.3	A-2-4	Gr.[illegible]a.
SB 181.0 9' Rt.	7	0 - 5"	AC	Broken, cracked												
			Compared to:													
		- 17½"	+2"	73.8	36.9	14.5	8.4	24	4	21.4	——	19.91 1.0	81	——	A-1-a	Si.Sa.Gr.
		- 25"	+2"	81.4	64.4	43.6	34.2	30	7	——	NSM	53.85 13.5	9	18.2	A-2-4	Gr.Cl.Sa.
NB 180.8 4' Rt.	3	0 - 5½"	AC	Patched												
		- 12½"	+2"	54.2	28.8	12.8	6.7	27	4	18.3	17.5	16.16 1.3	49	10.9	A-1-a	Si.Sa.Gr.
		- 33"	+3"	77.3	59.3	39.4	30.8	30	9	——	NSM	64.20 14.0	11	19.7	A-2-4	Gr.[illegible] a.
SB 180.45 7' Rt.	1	0 - 6"	AC	Alligatored, patched												
		- 13"	——	——	——	——	——	—	—	19.1	——	——	67	6.7	——	——
		- 36"	+2"	89.7	81.7	61.8	49.0	33	10	——	NSM	NSM	14	14.5	A-4(3)	Cl.Sa.
NB 180.3 3' Lt.	5	0 - 6"	AC	Cracked												
		- 13"	+2"	73.8	36.9	14.5	8.4	24	4	21.4	NSM	19.91 1.0	81	7.1	A-1-a	Si.Sa.Gr.

A-5

NORTH OAKLAND JCT. - SUTHERLIN JCT.

															CLASSIFICATIO	
Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	AASHO	Textura
SB 180.1 7' Rt.	4	0 - 6"	AC	Patched												
		- 11½"	+2"	54.2	28.8	12.8	6.7	27	4	18.3	17.5	16.16 1.3	49	10.9	A-1-a	Si.Sa.Gr.
		- 36"	+1½"	99.0	96.0	80.1	64.4	38	15	——	——	——	6	19.7	A-6(8)	Sa.
NB 179.8 9' Lt.	6	0 - 5"	AC	Very poor condition, cracked, broken												
		- 18"	+2"	73.8	36.9	14.5	8.4	24	4	21.4	NSM	19.91 1.0	81	7.1	A-1-a	Si.Sa.Gr.
		- 36"	+2"	87.0	76.0	46.6	35.1	33	10	——	NSM	69.73 14.3	14	13.4	A-4(0)	Gr.Si.Sa.
SB 179.8 4' Rt.	8	0 - 6"	AC	Top poor		Lifts not bonded										
				Compared to:												
		- 12"	+2"	54.2	28.8	12.8	6.7	27	4	18.3	17.5	16.16 1.3	49	——	A-1-a	Si.Sa.Gr.
				Compared to:												
		- 16"	+2"	73.8	36.9	14.5	8.4	24	4	21.4	——	19.91 1.0	81	——	A-1-a	Si.[illegible]Gr.
				Compared to:												
		- 33"	+2"	87.0	76.0	46.6	35.1	33	10	——	——	69.73 14.3	14	——	A-4(0)	Gr.Si.Sa.
SB 179.5 6' Lt.	7	0 - 6"	AC	Patched												
				Combined sample Hole 6 & 7												
		- 11"	+2"	68.7	32.7	12.2	6.9	26	5	——	16.6	17.98 1.1	82	8.7	A-1-a	Si.Sa.Gr.
		- 30"	2"	96.7	82.5	44.9	34.1	35	11	——	NSM	NSM	16	12.5	A-2-6	Gr.Si.Sa.

A-5-a

NORTH OAKLAND JCT. - SUTHERLIN JCT.

															CLASSIFICATION	
Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	AASHO	Textural
NB 179.25 8' Lt.	1	0 - 5½"	AC	Patched												
			Combined Holes 1 & 2													
		- 13"	4"	60.4	35.3	13.1	7.3	28	4	19.7	13.6	11.64 0.7	61	8.1	A-1-a	Si.Sa.Gr.
			Compared to:													
		- 16"	2"	92.1	87.2	73.2	45.4	28	7	——	——	——	8	——	A-4(2)	Si.S
SB 179.0 8' Rt.	6	0 - 9"	AC	3" - 9" Original AC very poor condition, soft, badly deteriorated												
			Combined sample Hole 6 & 7													
		- 12"	+2"	68.7	32.7	12.2	6.9	26	5	——	16.6	17.98 1.1	82	8.7	A-1-a	Si.Sa.Gr.
			Combined sample Hole 5 & 6													
		- 30"	+2"	96.7	92.2	78.8	48.7	28	8	——	——	——	12	11.5	A-4(3)	Si.Sa.
NB 178.75 6' Rt.	2	0 - 5½"	AC													
			Combined Hole 1 & 2													
		- 13"	4"	60.4	35.3	13.1	7.3	28	4	19.7	13.6	11.64 0.7	61	8.1	A-1-a	Si.Sa.Gr.
		- 32"	2"	92.1	87.2	73.2	45.4	28	7	——	——	——	8	17.1	A-4(2)	Si.S
SB 178.54 4' Lt.	5	0 - 5½"	AC													
			Combined sample Hole 4 & 5													
		- 15½"	3"	64.0	37.0	12.4	6.4	28	3	16.9	20.0	24.33 2.3	58	6.3	A-1-a	Si.Sa.Gr.
			Combined sample Hole 5 & 6													
		- 33"	+2"	96.7	92.2	78.8	48.7	28	8	——	——	——	12	11.5	A-4(3)	Si.Sa.

A-5-1

TRAFFIC ANALYSIS
1958 - 1978
TWENTY YEAR DESIGN PERIOD

SECTION: N. Oakland Jct.-Sutherlin Jct.

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

3500 Present ADT (19 58)

17.1 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	110	3.3	363	237	38.25	9,065.25
3	80	3.3	264	172	81.76	14,062.72
4	30	3.3	99	65	105.30	6,844.50
5	375	3.3	1238	807	257.76	208,012.32
6	5	3.3	17	11	213.96	2,353.56
				1292 TOTAL		

18 kip s.a./day	658.461
TOTAL AVERAGE ANNUAL 18 kip s.a.	240,338.35
TWENTY YEAR 18 kip s.a.	4,806,767
RATIO	12.293

TRAFFIC ANALYSIS

1959 - 1962

OPENING YEAR TO YEAR PAVEMENT REACHED P_t=2.5

SECTION: N. Oakland Jct.-Sutherlin Jct.

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

3500 Present ADT (19 58)

17.1 Percent Trucks

AXLES	*TWO WAY TRUCK ADT* 1959	*EXPANSION FACTOR*	*TOTAL TADT* 1962	*MEAN TADT* 1959-1962	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	123		161	142	38.25	5,431.50
3	89		117	103	81.76	8,421.28
4	33		44	39	105.30	4,106.70
5	418		548	483	257.76	124,498.08
6	6		7	7	213.96	1,497.72
				774 TOTAL		

18 kip s.a./day 394.398

(1959-1962) TOTAL AVERAGE ANNUAL 18 kip s.a. 143,955.28

Total (1959-1962) THREE ~~TWENTY~~ YEAR 18 kip s.a. 431,866

RATIO

TRAFFIC ANALYSIS
1959 - 1978
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: N. Oakland Jct.-Sutherlin Jct.

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

3500 Present ADT (1958)

17.1 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1959	EXPANSION FACTOR	TOTAL TADT 1978	MEAN TADT 1959-1978	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	123		363	243	38.25	9,294.75
3	89		264	177	81.76	14,471.52
4	33		99	66	105.30	6,949.80
5	418		1238	828	257.76	213,425.28
6	6		17	12	213.96	2,567.52
				1326 TOTAL		

18 kip s.a./day 675,915

(1959-1978) TOTAL AVERAGE ANNUAL 18 kip s.a. 246,708.87

Total (1959-1978) ~~TWENTY~~ NINETEEN YEAR 18 kip s.a. 4,687,469

RATIO ______

A-6-6

8654

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
July 17, 1974

FILE:

B.D. Johnson

FROM: Alfred W. Bates, Res. Engr.
BY: B.D. Johnson, Asst. Res. Engr.

TO: Alfred Shirley, Jr.,
Region Engineer

SUBJECT: Cranfill Gravel Bar-
Development Plan
Umpqua River
Douglas County
I-R-5-254

Data for the development of the Cranfill Gravel Bar is being submitted as follows:

1. 1 Sketch map, typical section attached.
2. 1 Sketch of cross-section and profile for proposed haul road and low water bridge.
3. 1 Development plan sheet.
4. 1 Application form (Department of Geology and Mineral Industries), Douglas County Planning Commission meeting minutes of 5-23-74 attached.
5. 1 Copy of Walter J. Hart's letter dated July 12, 1974.

The Cranfill Gravel Bar is a proposed source for the North Oakland-Sutherlin Section of the Pacific Highway. Estimated quantity of available gravels from this source is 85,000 cubic yards (see R.D. Halter's letter of 6-13-74 attached).

REFERRED TO

Cole
Reed
[✓ Eriksen] J.E.
Sample
Hager
Watson
Return ☐
Forward ☐
[✓ Discuss] ☐
File ☐

BY FINAL DESIGN ENGINEER

Att.
cc: Versteeg

1 Versteeg
A. Olson
copy Torpin
Scott
copy Swanson
R. Olson
copy Trout

RECEIVED
JUL 19 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

FORM 8-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 13, 1973

SUBJECT: Cranfill Bar
1R-5-254
Douglas County

To: Material Source Files

The subject material source is a state-controlled gravel bar located adjacent to the Umpqua River. Gravels overlay sandstone and siltstone bedrock on an elevated river terrace 25'+- above the river level. The attached sketch map shows the conditions existing as of June 1973. As shown on the map, the gravels occur in two seperate areas. These areas were explored by means of a back hoe. Test holes in the northerly area, Area I, were still in gravels at a depth of 10' (limit of back hoe). Visual inspection along the river bank indicates that the maximum depth is probably 12'. Test holes in the southerly area, Area II, encountered bedrock at depth of 5-7' except in Test Hole #4 which showed over 10' of gravel.

The gravels are typically 6"-0. In Area I, the test holes show the gravel to be fairly dirty with plastic clayey fines. The gravels in Area II appeared to be appreciably cleaner except in Test Hole #6. Six samples were taken, with SD59397A, SD59397B, SD59397F representing the dirtier gravels and SD59397C, SD59397D, SD59397E representing the cleaner gravels. It is anticipated that washing would be required to utilize these gravels.

Quantity of gravels available from this source is estimated to be about 85,000 cubic yards. The attached diagram shows the method used to compute this quantity. As seen on this diagram, it was assumed that about 25% of the in-place material would be rejected.

Haul distance from the subject source to Sutherlin Interchange on the Pacific Highway would be about 9 miles. Use of the existing haul road easement would require a low water bridge across the Umpqua River. Also, a 21 ton load limit occurs on the county bridge across Calapooya Creek just east of Umpqua. Another alternate route would be across private property west of the subject material source. This route would require acquiring an easement across private property. It would add about 1.2 miles to the haul distance, but would eliminate the low water bridge and the 21 ton load limit on the bridge across Calapooya Creek.

Pending projects that this source could be utilized for would be Rice Hill-North Oakland Section and North Oakland-Sutherlin Section on the Pacific Highway.

R.D. Halter
Assistant Regional Geologist

8654

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 15, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: North Oakland Jct-Sutherlin Jct
Pacific Highway (FAR 3), Douglas Co

An evaluation of the overlay requirements on the subject section has been completed. Four overlay procedures, underdesign, deflection, present condition and the "Williams Method", were used to obtain the result recommended and are included in the report.

Two copies of the overlay design analysis are attached for your review. Should any questions arise about the analysis, they will be promptly answered.

We request your approval of the four-inch asphaltic concrete overlay with leveling, plus one-inch open graded plant mix seal.

Very truly yours,

Victor D. Wolfe
Location Engineer

Attachments (2)
CJG:af jp
cc E.S. Hunter
C.J. Gregg

RECEIVED
MAY 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8655 Grant Co. Line-Call Meadows 197
Rd. Sec. of John Day-Burns Hwy.
(Paving)

8655

48 N

Salem, Oregon
April 23, 1979

Fred Eriksen
Design Engineer Supervisor

Barry Hatcher
Resident Engineer

Grant Co. Line-Call Meadows Rd. Sec.
John Day-Burns Highway
Harney County

It was nice to find in your "As Constructed" narrative report that the job turned out well, and that you were satisfied with it. We were fortunate that the bid was low and we were able to extend the project from 9 miles to 12 miles. That kind of good fortune we could use more of these days.

The problem you mention in not having enough shoulder rock to do the job has been brought to our attention occasionally. Some sections are more "out of shape" than others and your job was further aggravated by trying to pave as much width as possible. We also have a problem convincing people here that quantities like you used on this job are required to do the job properly.

mw
cc: W. E. Schwartz

RECEIVED
APR 24 1979
ROAD DESIGN SECTION

Versteeg
Anderson
Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

File
☐ Do Not File
Return To
Bring Up / /
Action

8655

8

February 28, 1979

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8655 awarded to R. L. Coats for paving on the Grant County Line-Call Meadows Road Section of the John Day-Burns Highway in Harney County was completed on September 20, 1978, and accepted by the State Highway Engineer on February 23, 1979.

Final payment in the amount of $32,626.88 will be released to the contractor after March 5, 1979. The total contract amount is $673,155.42 including $20,628.04 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc R. L. Coats
63285 Skyline Ranch Rd.
Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8655

J

February 8, 1979

R. L. Coats
63285 Skyline Ranch Road
Bend, Oregon 97701

Gentlemen:

Time Extension
Grant County Line-Call Meadows Road
Harney County
Contract No. 8655

Your request for an increase in calendar workdays for the subject project has been given careful review. An 18 calendar workday extension is hereby granted due to extra work performed under Price Agreements 1, 3 and 4.

The additional guardrail and embankment work was also considered, but viewed as not contributing any additional delays.

There will remain 32 days liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr dc

bc C. T. Keasey
Robert Church
W. E. Schwartz
Barry Hatcher
Richard Hacek

E-330 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Dec. 27, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calender workdays from 150 days to 200 days, within which to complete our Contract No. 8655, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Contract work increased by following price agreements:

P.A. #1	Exkend project three miles south	$145,538.00
P.A. #3	Pave road approaches	1,800.00
P.A. #4	Increase Bid Item #8 Aggregate shoulder	30,100.00
Letter 7/15/78	100% Increase in guardrail quanities	7,600.00
P.A. #2	Embankment in place	2,852.00
	Total	$187,890.00

Respectfully submitted,

R.L. Coats
Contractor

By R. L. Coats

CONSENT OF SURETY BOND NO. 2758760

Date January 3, 1979

We, SAFECO INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SAFECO INSURANCE COMPANY OF AMERICA
C. A. Tomassene
Attorney-in-fact
C. A. Tomassene, Attorney-in-fact

C. A. TOMASSENE & SON
Resident Agent

(SEAL)
1953

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8655 Contractor R. L. Coats

Highway John Day-Burns

Section Grant County Line-Call Meadows Road

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

18 calendar workdays are hereby granted for extra work.

~~See attached letter~~

Recommended for Approval:

Regional Engineer

Region Construction Engineer

O. B. Jackmond For

Construction Engineer ~~or~~
~~Bridge Engineer~~

H. S. Coulter

State Highway Engineer

Contract No. 8655

Project designation State
State-Federal

Date awarded Dec. 19, 1977

Work started Feb. 27, 1978

Per cent completed 133 11/4/78
Date

No. of Workdays Allowed 150 CWD

No. of Workdays Used 200

No. of Added Workdays Requested 5

SP*67865-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:** CON 5 #8655

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 6, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Grant County Line-Call Meadows Rd.
Harney County
Contract No. 8655

R. L. Coats, contractor on the subject project, has requested an additional 50 calendar workdays in which to complete the project. He has based his request on the dollar amount of added work. Some pertinent project dates are:

RECEIVED
STATE HWY ENGR
FEB -7 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Calendar day count began	3- 1-78	
Work began (drill quarry)	2-27-78	
Started crushing	7-28-78	
Time expired	8- 1-78	(150 CWD)
Project complete	9-20-78	
Overrun time	50 days	

This is a State construction overlay project. Due to a favorable bid submitted by the contractor, the project amount was substantially below the engineers estimate. Because of this, approval was given to extend the project three miles. The increase in quantities was documented by Price Agreement No. 1.

Other extra work items included paving road approaches, placing additional shoulder aggregate, installing additional guardrail and placing embankment for guardrail flares. Total extra work increased the contract amount by 37 percent. The contractor has used this percent increase to justify his request.

The contractor moved onto the project promptly. Drilling of the quarry was the only work performed at this time. This work was completed in mid-April at which time he moved out. Work didn't resume until July 13 when he began crushing paving aggregates.

Paving began August 17, 1978, sixteen days after time expired, and was completed except for the road approaches on September 9, 1978. Sixteen workdays were required to lay the total paving quantity. This quantity overran the original paving quantity by 33 percent due to extending the project. Of the 16 days worked, four days would be required to lay the additional amount. These four workdays should be returned to the contractor.

Shoulder aggregate overran the original amount by 250 percent. This was due to extending the project and the additional shoulder buildup required because of the narrow existing roadbed. The overrun quantity was documented under Price Agreement No. 4. The contractor placed all the shoulder aggregate in four days. Three of the workdays should be allowed for placing the additional material.

Road approach paving was apparently overlooked because it was omitted from the plans. Price Agreement No. 3 added this work which was completed in two workdays. This was one of the last items to be completed and did delay the project. The two workdays should be returned to the contractor.

Added guardrail work doubled the plan quantities. The total quantity was still rather small requiring only 600 lineal feet of rail to be placed. The additional guardrail was installed at the same time as the road approach paving. The added guardrail work did not contribute any additional delays. No additional time is recommended.

Embankment was required to widen the shoulders to provide for guardrail flares. Price Agreement No. 2 covered this work. This was done when shoulder aggregate was also being placed. There was no delay to the project because of this work. No additional time is recommended.

Additional paving and aggregate shoulder work, and road approach paving required four, three and two workdays respectively, totalling nine workdays. This expanded (9 x 1.4) yields approximately 13 calendar workdays.

The project was basically complete on September 15, 1978. Only delineator paddles for the added three mile section needed to be installed. The contractor had overlooked the need for the additional paddles. As this was an extra work item and the only remaining work, the time from September 16 through September 20 when time was stopped, or five calendar days, should be returned to the contractor. It is recommended these five calendar days plus the 13 calendar days for extra work, or 18 calendar workdays be granted. There will still remain 32 days liquidated damages charged to the contractor.

This is a State construction project. A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: W. E. Schwartz
Barry Hatcher

8655

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Grant County Line- Call Meadows Rd.		**WEEK ENDING** 11-4-78 **SECTION PREFIX** 13-1114
HIGHWAY John Day - Burns		**COUNTY** Harney
NAME OF JOB Grant Co. Line- Call Meadows Rd.	**KIND OF WORK** Paving	
CONTRACTOR R. L. Coats	**CONTRACT NUMBER** 8655	**FEDERAL AID PROJECT NUMBER** State
DATE OF CONTRACT December 19, 1977	**DATE WORK STARTED** February 27, 1978	**ESTIMATED COMPLETION DATE**
AVERAGE FORCE ON PROJECT FOR THE WEEK:	**SPECIFIED WORK DAYS** ~~150~~	**WORK DAYS USED** [illegible]
MEN: **SUPERVISION:**	**SPECIFIED CALENDAR DAYS** 150	**CALENDAR DAYS USED** 200
PROJECT AUTHORIZATION: $ 715,600.00	**SPECIFIED COMPLETION DATE** July 28, 1978	**PERCENT OF TIME ELAPSED** 133
EXCLUSIVE OF ENGINEERING: $ 656,512.00	**ENGINEERING AUTHORIZATION** $ 59,088.00	**PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST**
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 656,512.00	**ENGINEERING COST TO DATE** $ 55,669.55	**PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION**
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	**PERCENT OF AUTHORIZATION** 94 %	**DATE PROJECT WAS COMPLETED:** Sept. 30, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					12.32
MILES PARTIALLY COMPLETED					~~12.32~~
MILES COMPLETED					12.32
TOTAL ESTIMATED QUANTITIES (CONTRACT)					38,100 T
TOTAL QUANTITIES CORRECTED TO DATE					38,300 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					38,300T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear - Cool			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY				

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
RECEIVED
NOV 6 1978
CONSTRUCTION
BRANCH
Richards
Inlow
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	

REMARKS

No Work this week.
All contract and cleanup work completed.

FINAL REPORT

SIGNED B. N. Hatcher
Resident Engineer
LOCATION Burns

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8655

8

DATE: February 28, 1978

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Contract No. 8655
Grant County Line-Call Meadows Road

This is a state-financed overlay project which was awarded on December 19, 1977 and work has not started.

The engineer's estimate for this project was $717,800.00. The contractor submitted a favorable bid resulting in a project authorization of $582,452.45; a difference of $135,357.51.

This is a Six-Year Program project on a highway section which was given high priority by residents and local officials at our recent Six-Year Program meetings.

Your approval is requested to extend this overlay project three miles to Mile Point 52.7 and to increase the project authorization by $133,147.51 to a new total of $715,600.00.

This item will be on the Consent Calendar for your March meeting.

OBJ:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
W. E. Schwartz
D. H. Moehring
V. E. Skoog
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8655

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 27, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Project Extension Request
Grant County Line-Call
Meadows Road
Grant County
Contract No. 8655

This State Construction overlay project was awarded on December 19, 1977 with a total project authorization of $582,452.49. The estimated total cost of this project prior to award was $717,800.00. The contract amounted to approximately $135,360.00 less than the estimated cost.

This is a Six-Year Program project on a highway section which was given high priority by residents and local officials at the recent Six-Year Program meetings.

It is therefore recommended that this overlay project be extended by three miles (to M.P. 52.7) and that the project authorization be increased by $133,147.51 to a new total of $715,600.00.

The contractor has agreed to this extension at bid prices for the work, and a Price Agreement is enclosed for your approval. PCRB approval is not required.

A rough draft letter to the Transportation Commission together with a request for an increased project authorization is also enclosed.

OBJ:fr

Enc.

cc: Robert Church

RECEIVED
STATE HWY ENGR
FEB 28 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8655

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

December 16, 1977

La Grande, Oregon

FROM: Dale D. Allen
Region Construction Engineer

TO: C. T. Keasey
Construction Engineer

SALEM

SUBJECT: Grant County Line-Call Meadows Road
M.P. 40.38-49.70
Harney County

Bids were opened on the above project December 14, 1977. This project had a programming estimate of $690,000 and the low bid was $506,873.

We have received approval this date from E. S. Hunter to extend the project three miles to M.P. 52.7.

This office has contacted the contractor (R. L. Coats), and he advised that he would be agreeable to extending the project at unit bid prices.

What paperwork needs to be submitted? I assume we would need a Request to Increase the Project Authorization and price agreements to document the overrun of bid items. Please advise.

DDA/dlm

cc: E. S. Hunter
J. H. Versteeg
B. N. Hatcher
H. W. Oswald

12-20-77
Copy to: H. S. Coulter

Routing
Keasey
Bond
Jackmond
Hopkins
Johnson
Inloes
RECEIVED
DEC 20 1977
CONSTRUCTION SECTION
Richards
Glenn
Borg
Church
Gebauer
Widmer

RECEIVED
STATE HWY ENGR
DEC 21 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8655 48 11

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11/16/77
Donald K Rount

Jim

12-14-77 Bid Letting ______ All Clear Deadline

SECTION GRANT CO. LINE-CALL MEADOWS ROAD
Highway John Day-Burns
County Harney Region 5
Type of Work Overlay & Widen Funds ______
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	No significiant problems
Write-off Letter	☒					

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒					
D.O.G.M.I.		☒			☒	Have current Permit
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey		☒			☒	
Cultural Salvage	☒					

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒				☒	

#8655 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
December 9, 1977

FILE:

J H Versteeg

FROM: J. H. Versteeg
✓ Engineering

SUBJECT: Status Report
State Overlays
Klaboe's September Priority List

TO: E. S. Hunter
Technical Services Engineer

Regions 2, 3, 4 and 5 have completed the field work on these priority overlay projects and they are on the contracting schedule for either a December 14 or a January 26 bid opening.

The field survey on the McBride Creek-Bennet Road (Warren) project on the Lower Columbia Highway, and the Warm Springs Intchg.-Salmon River Curves project on the Warm Springs Highway have not been received from Region 1. Time is running out on these Region 1 overlay projects for a January bid opening. Without knowing how much design time will be required it looks like the February bid opening will be the earliest that these projects can be ready for contract.

JHV:jh
cc: Ed Hardt
John Sheldrake
Alfred Shirley
Carl Williams
W. E. Schwartz

[illegible]

RECEIVED
TECHNICAL SERVICES
DEC 9 '77
REFER TO
FOR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 18, 1977
10-20-77

FROM: J. H. Versteeg
Head of Engineering

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: State Construction Program
Ref: Klaboe Letter -
Priority Overlays
September 30, 1977

The contract letting schedule for the priority overlays is as follows:

1. Region 1 - McBride Creek-Bennet Road Section
   Lower Columbia River Highway
   January 26, 1978, Letting

2. Region 2 - Deer Park Drive-Silver Creek Falls Interchange Section
   North Santiam Highway
   December 22, 1977, Letting

3. Region 3 - Elbow Lake-Gardiner Section
   Oregon Coast Highway
   January 26, 1978, Letting

4. Region 4 - Warm Springs Jct.-Willows Section
   Warm Springs Highway
   January 26, 1978, Letting

5. Region 5 - Grant County Line-Fuqua Creek Section
   John Day-Burns Highway
   December 22, 1977, Letting

We are assuming the complete cooperation of everyone involved and there will be no unusual design problems that may develop. Under this schedule it will be necessary to develop contract plans and specifications almost simultaneously.

JHV:jh
cc: H. S. Coulter
E. L. Hardt
John Sheldrake
Alfred Shirley
Carl Williams
W. E. Schwartz

cy to + Versteeg
10-20-77

10-20-77
Also R/E letter to Comm. for approval to contract as indicated (Nov. Meeting)
ESH

OCT 1 [illegible] 77
Mocking

8655

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FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
November 7, 1977

7,

FROM: W. E. Schwartz
Regional Engineer

TO: Frank Terpin
Location Engineer

SALEM

SUBJECT: Harney Co. Line-Joaquin
Miller Road Section
John Day-Burns Hwy. #48
Harney County

Submitted herewith is location survey data for subject project. Included are resident engineer's transmittal letter, summary of quantities, cost estimate, surfacing calculations, and photos. You already have data from the Cottonwood Creek-Fuqua Creek Section, part of which has been constructed, to use as supplemental data to this.

No material source development plans are submitted because the sources we propose to use are the same as for the Cottonwood Creek-Harney County Line Section just completed. They are shown on sheets 2A and 2A-2 of the construction plans.

This office recommends the bridge end guardrail installations and the guide-posts that the resident engineer omitted.

1
2

WES:sh
Attachments

cc J. H. Versteeg
Barry Hatcher

NOV [illegible] 1977

ENGINEERING
SECTION

____Sullivan____
____Scott____
____Savage____

Bring up ____
Action ____

11-7-77
Called Schwartz this date
concerning mat'l source.
He says Contractor has cleaned
up source and has removed
his equipment. Should be no conflict.

· 8665

47

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ENVIRONMENTAL REVIEW CHECKLIST

10-20-77

~~2-24-77~~ Bid Letting ____________ All Clear Deadline

ALL CLEAR 9/14/77
Donald L Bent

SECTION Sunset Hwy. at Murray Blvd. (N. Ramp)
Highway Sunset
County Washington Region 1
Type of Work 2 Ph. Act. Signal Funds FA
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	Statewide - Non Major - No conflicts
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

8655

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October 26, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: For H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

The following State projects are all listed in the Preliminary Six-Year Program, but are not in the current Six-Year Construction Program and will need finance approval in order to be done during the 1978 construction season.

Section	Amount
McBride Creek-Bennet Road Section Lower Columbia River Highway	$ 900,000
Warm Springs Int.-Salmon River Curves Section Warm Springs Highway	$ 600,000
Deer Park Drive-Silver Creek Falls Interchange Sec. North Santiam Highway	$ 475,000
Bellevue-McMinnville Section Salmon River Highway	$ 479,000
Elbow Lake-Gardiner Section Oregon Coast Highway	$1,100,000
Warm Springs Jct.-Willows Section Warm Springs Highway	$ 800,000
Grant County Line-Joaquin Miller Rd. Section John Day-Burns Highway	$ 690,000

The projects are needed pavement overlays and your approval is recommended.

This matter will be on the Consent Calendar for your consideration at the November 15 meeting.

bc: R. A. Burco
C. W. Head
F. B. Klaboe
L. W. Rulien
E. S. Hunter
R. N. Bothman
George Bell
W. J. Hart
V. E. Skoog
E. L. Hardt, Region 1
John Sheldrake, Region 2
Alfred Shirley, Region 3
Carl Williams, Region 4
Pat Schwartz, Region 5

8655

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STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 30, 1977

FROM: Ed
E. S. Hunter
Technical Services Engineer

SUBJECT:

It is my understanding that Mr. Klaboe would like to use some of our bank balance in furthering a State construction overlay and operational improvement program. Additionally, it is now that time of the year when maintenance rock production projects should be identified and placed on the letting schedule for this winter.

It is important for Technical Services to have these projects identified as soon as possible in order that they might be combined with appropriate projects and blended into the letting schedule during the winter months.

ESH:ja

cc F. B. Klaboe
L. W. Rulien
D. H. Moehring ✓
J. H. Versteeg

8655

DATE: September 30, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Priority Overlays

There are some $10+ million of state construction projects included in our 1977-79 budget. I have been a little concerned about getting at least a portion of that money under contract early enough next year so that we can get the work done during the 1978 construction season.

Each of the five Regions has submitted a priority list of overlays and I have selected the top priority from each Region to work up contracts on so that we will be ready to let them in the January-March area next year. All of these projects are listed in Program B in the new preliminary Six-Year Highway Program.

These contracts are:

Region 1

McBridge Creek-Bennett Road Section of the Lower Columbia River Highway--estimated to cost $1,500,000

Region 2

The Deer Park Drive, S.E.-Junction Silver Creek Falls Highway Section of the North Santiam Highway--estimated to cost $954,000

Region 3

Elbow Lake-Gardner Section of the Oregon Coast Highway--estimated to cost $1,200,000

Region 4

Warm Springs Junction-Willow Section of the Warm Springs Highway--estimated to cost $800,000

Region 5

Harney County Line-Fuqua Creek Section of the John Day-Burns Highway--estimated to cost $690,000.

Please work up these jobs this fall and winter in anticipation of Commission approval early next year.

FBK:srb

cc: Robert A. Burco
H. S. Coulter
L. W. Rulien
D. H. Moehring

8665

47

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STATE OF OREGON **INTEROFFICE MEMO**

TO: GEORGE HOPKINS
Local Government Programs Engineer

DATE: 2-1-77 ~~February 11, 1977~~

FROM: JAMES D. McCLURE JDMcClure
Project Development Engineer

SUBJECT: Signal Project
Sunset Highway @ Murray Boulevard (North Ramp)

District Engineer Bill Geibel has asked that illumination be considered as part of the project to install traffic signals at the north ramps of the Murray Boulevard interchange at the Sunset Highway. It has been estimated that illumination could be installed in conjunction with the signal project at a cost of approximately $1,500.

We recommend that this be included as part of the project.

JR/ldo

cc: Region 1
Bill Geibel

REFERRED TO

Beard
Cole
Eriksen
Hager
Reed
1 Sample
Watson
Wolfe
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

2-15-77
Send copy to:
Hal Versteeg
Missent to Pd.
Hopkins

RECEIVED
FEB [illegible] 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
[illegible] ☐
[illegible] ☐
Other

3-1-77
Called Trygstad he will review warrants and take appropriate action to include if justified.
Doc

1 Versteeg ✓
Olson
1 [illegible] Doc.
Scott
3 Swenson AB

RECEIVED
FEB 16 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receival Keep
Do not File
Return To
Bring up
Other

81-125-1387

8656 Rogue Valley Hwy. @ Mt. Ave. 1977
(Ashland) Sec. in Ashland
(Grading, paving & signals)

C-A 5767 8-25-76

[illegible] 9

U.S. GOVERNME[illegible] OFFICE: [illegible] 732 - 626

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State (H. S. Coulter)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Jackson	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
6-7-79	T. P. Lowe, Area Engineer	M-3875(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-18-78	2-22-79	100 %	200 days

APPROVED EXTENSIONS	LOCATION
None	Rogue Valley Highway at Mountain Avenue

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROGUE VALLEY HWY.
@ Mountain Avenue

(See Final Inspection Report)

RECEIVED
STATE HWY ENGR
JUN 12'79
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6-12
cy to

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed By T. P. LOWE		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 6-8-79	TITLE Field Operations Engineer	DATE 6-8-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8656

9

February 26, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On February 23 we wrote to you concerning release of final payment on Contract No. 8656 awarded to Sims Electric of Medford, Inc., for work on the Rogue Valley Highway at Mountain Avenue in Ashland, Jackson County.

Final payment on this contract is $999.97 and the total contract amount is $67,721.54 including $105.45 for work performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Sims Electric of Medford, Inc.
P. O. Box 1430
Medford, OR 97501

bc C. T. Keasey
Walt Hart
Alfred Shirley

8656

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rogue Valley Highway @ Mountain Ave.(Ashland)

WEEK ENDING: October 28, 1978

SECTION PREFIX: 15-1097

HIGHWAY: FAU 3875

COUNTY: Jackson

NAME OF JOB: Rogue Valley Hwy @ Mtn.Ave.

KIND OF WORK: Grading, Paving and Traffic Signals

CONTRACTOR: Sims Electric of Medford, Inc.

CONTRACT NUMBER: 8656

FEDERAL AID PROJECT NUMBER: M-3875(1)

DATE OF CONTRACT: December 19, 1977

DATE WORK STARTED: May 1, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 199

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 87,532.39

EXCLUSIVE OF ENGINEERING: $ 79,887.64

ENGINEERING AUTHORIZATION: $ 7,644.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 79,887.64

ENGINEERING COST TO DATE: $ 8,862.71

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 116 %

DATE PROJECT WAS COMPLETED: August 18, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	
		100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.06	0.06			0.06
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.06	0.06			0.06
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	55			30
TOTAL QUANTITIES CORRECTED TO DATE	100%	58			38
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	58			38
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		NA		
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
OCT 30 1978
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on August 18, 1978 and work has begun on the semi-final estimate. The semi-final should be ready for submittal sometime next week.

SIGNED Don Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#9656 D 10-2-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-3875(1)

STA. ROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-90

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-22-77	9-14-78	FAU-3875	City Street

GENERAL LOCATION:

Rogue Valley Highway at Mountain Ave. (Ashland) Section

GENERAL DESCRIPTION OF WORK:

Furnish illuminated sign with mounting hardware and two pedestrian pushbuttons

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND /OR FORCE ACCOUNT BASIS~~

REMARKS

This will confirm the advance authorization date of 9-14-78, as requested in Mr. Keasey's letter of 9-22-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $250 - Federal Funds $214.

NOTED
B KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-2-78	G. K. Hoesner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8656

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 2-12 PROJECT REPORT NUMBER MODIFICATION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 1-30-78	Form Approved; O M B No. 04-R2089 State Oregon County Jackson Project Number M-3875(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 28, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,500	$ 94,643
Federal funds	$ 3,000	$ 81,203
Other revisions		

This modification is made for the following reasons: To add the Construction Phase

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of January, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

file

Oregon State Highway Division
Salem, Oregon, January 12, 1978

Federal Aid Project
No. M-3875(1)

Rogue Valley Hwy. at Mountain Ave. (Ashland)
Mountain Avenue
Jackson County

Revised project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 9,000.00

Type Code Y031
Traffic Signal (Sta. 7+50 to Sta. 9+60)

Mobilization	All Required		$ 2,300.00
Temporary Protection and Direction of Traffic	All Required		1,550.00
Temporary Signs	84 Sq.Ft.	11.50	966.00
Temporary Barricades	7 Only	115.00	805.00
Flagmen	240 Hour	23.00	5,520.00
Removal of Structures and Obstructions	All Required		2,300.00
General Excavation	All Required		1,380.00
Structure Excavation	20 Cu.Yd.	11.50	230.00
3/4"-0 Aggregate Base	55 Cu.Yd.	17.25	948.75
Class "B" or Class "C" Asphalt Concrete	30 Ton	63.25	1,897.50
Concrete in Walls and Stairways	10 Cu.Yd.	253.00	2,530.00
Reinforcement in Walls and Stairways	375 Lb.	0.52	195.00
12-inch Sewer Pipe	30 Lin.Ft.	17.25	517.50
Concrete Inlets, Type G-1	1 Only	1,150.00	1,150.00
Concrete Walks	200 Sq.Yd.	18.40	3,680.00
Sidewalk Ramps	2 Each	115.00	230.00
Concrete Driveways	65 Sq.Yd.	21.85	1,420.25
Concrete Curbs	23 Cu.Yd.	172.50	3,967.50
Traffic Signal Installation, Complete	All Required		40,810.00
			$72,397.50

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 500.00
Work by City of Ashland (Power)	All Required	1,575.00
		$ 2,075.00

Subtotal	$74,472.50
Engineering	10,420.50
Engineering (Signal Controller Testing)	750.00
Total	$85,643.00

Length of Project . . . . 0.00 Mile

Work Retained in Program Status
(Not included in amounts below)

City of Ashland (Water)	All Required	$ 500.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,000.00	$ 7,722.00	$ 1,278.00
Signal	85,643.00	73,481.00	12,162.00
Total	$94,643.00	$81,203.00	$13,440.00

Group 1	100%
Contract No.	8656
Prefix No.	15-1097
Prefix No.	15-1940

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-13	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-28-77	STATE Oregon COUNTY Jackson PROJECT NO. M-3875(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Intersection of SR 99 and Mountain Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING	9/21/76	0.0
RIGHTS-OF-WAY		▨
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,500	$ 3,000

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Engineer)
for: G. L. Green
Date executed by Division Engineer FEB 28 1977

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon February 22, 1977

Federal Aid Project
No. M-3875(1)

ROGUE VALLEY HWY. AT MOUNTAIN AVE. (ASHLAND)

CITY STREET IN JACKSON COUNTY

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required	$3,500.00
	TOTAL	$3,500.00

Length of Project- - - - - - - - - - - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 3,500.00	$ 3,000.00	$ 500.00
Retain in Program			
Contract Work	36,500.00	31,290.00	5,210.00
TOTAL	$40,000.00	$34,290.00	$5,710.00

Group 1 - 100%
Prefix: 15-1940
Pro Rata: 85.8%

#8656

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-4-78

FEDERAL AID PROJECT NO. M-3875 (1)

STATE PROJECT NO. See Below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-90

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
11-22-77	1-4-78	FAU 3875 City Street

GENERAL LOCATION:

"Rogue Valley Highway at Mountain Avenue (Ashland) Section"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) : Utility Adjustment
City of Ashland
TEC NTE $1,575-F.F. $1,351

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-22-77 letter you are authorized to proceed with the actual adjustments of the City of Ashland's power poles. Reimbursement on an actual cost basis is approved.

I approve the agreement with the City of Ashland consisting of their letter of 11-17-77 and notice of conflict at PS&E AND PLANS AND estimate furnished by Mr. Swan's 12-22-77 letter.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Highway Program Manual.

Swan
1-10

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-4-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8656

8

~~ROW 18-4~~

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 22, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street NE
Salem OR 97310

Power Pole Relocation
City of Ashland
Rogue Valley Hwy. @ Mountain
Ave. (Ashland) Section
FAU 3875 (Mountain Ave.)
Jackson County
Project No. M-3875(1)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the City of Ashland's electric power line facilities dated November 17, 1977, and a sketch showing their proposed relocation.

A certification prepared by Jack Ayres as to the City's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith, and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the facilities occupy City Street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's facilities.

RECEIVED
TECHNICAL SERVICES
DEC 22 '77
REFER TO

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Mr. Glen L. Gr[illegible]
December 22, 19[illegible]
Page Two

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,575.15.

Yours truly,

D E Swan

D. E. Swan
Federal-Aid Engineer

DES:JMC:de
Enclosure
cc: E. S. Hunter
    Jack M. Cartwright
    Jack Ayres

8656

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 8, 1977

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 14 Bid Letting

TO: FILE

894-S
1332-J

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 14 on the following projects:

1. Skipanon River (Warrenton) Bridge
Warrenton-Astoria Highway
Clatsop County

Structure replacement.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

10-foot shoulders provided on this project.

2. Shore Acres State Park
Cape Arago Highway
Coos County

Toilet building

Same as No. 1.

3. Oregon Coast Highway @ Shopping Center Avenue
Curry County

Traffic signals.

Same as No. 1.

4. N. Oakland Interchange-Sutherlin Interchange
Pacific Highway
Douglas County

Grading and paving (overlay)

Same as No. 1.

10-foot shoulders provided on this project.

5. Grant County Line-Call Meadows Road
   John Day-Burns Highway
   Harney County

   Paving (overlay).

   Same as No. 1.

6. Rogue Valley Highway @ Mountain Avenue (Ashland)
   Jackson County

   Traffic signals.

   Same as No. 1.

   5-foot sidewalks on both sides will be constructed on this project.

7. Redwood Highway at Fairgrounds Road (Grants Pass)
   Josephine County

   Traffic signals.

   Same as No. 1.

8. Goshen-Divide Highway at 6th Street (Cottage Grove)
   Lane County

   Traffic signals.

   Same as No. 1.

9. Oregon Coast Highway at Clear Lake Road
   Lane County

   Grading and paving (overlay)

   Same as No. 1.

   4-foot shoulders provided on this section

10. 7th Avenue at Monroe Street (Eugene)
    Lane County

    Traffic signals.

    Same as No. 1.

11. Beverly Beach State Park
    Lincoln County

    Sewage pumping stations.

    Same as No. 1.

12. Deer Park Drive SE-Silver Creek Falls Interchange
    North Santiam Highway
    Marion County

    Paving.

    Same as No. 1.

13. NE Marine Drive-NE Holman Street
    East Portland Freeway
    Multnomah County

    Grading.

    Parallel footpath and bikeway will be constructed under future contract.

14. McKay Creek Bridge
    Hornecker Road
    Washington County

    Structure.

    4½-foot striped footpath provided on each side.

15. Sunset Highway at Murray Blvd.
    Washington County

    Traffic signals.

    Same as No. 1.

16. E. 17th Avenue-I-5 Interchange (Eugene)
    Glenwood Blvd.
    Lane County

    Grading, paving and structures.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "Footpaths and trails are not required to be established. . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
D. N. Harwell

8656 11-22-77 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-3875(1)

STATE PROJECT NO. See Below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. M-90

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 11-22-77	DATE AUTHORIZATION EFFECTIVE 11-22-77	FEDERAL ROUTE NUMBER FAU 3875 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"Rogue Valley Highway at Mountain Avenue (Ashland) Section"

GENERAL DESCRIPTION OF WORK:

Traffic signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping (SF) $500.

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11-18-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $80,817, Federal Funds $69,340.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

[illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-22-77	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8656

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 10-25-77

Subject: [redacted] Project No. M-3875(1)
Project Name
Rogue Valley Hwy. @ Mountain Ave. (Ashland) Section 063

Regarding the above referred to [redacted] project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to [redacted] project have been authorized by permit, franchise, or other approved procedure.

CC: D E Swan
Chidsey
CT Kearney

Signed at Ashland, Oregon, this 25th day of October, 1977

City of Ashland

Mayor

Nan E. Franklin
City Recorder

Certified By:

Richard Wilson
Regional Right-of-Way Supervisor
for Date 11-1-77

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8656

PROJECT MANAGEMENT OFFICE MEMO

Date 10-23-77

Subject Ashland ~~[illegible]~~ Signal (Mountain Ave) File No. FAUS

Received (call) (~~visit~~) from Glenn Clark

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Two poles need relocating (City owned)
Project to be let in Dec.
Poles affect Cedar Tree on private property
Plans to leave acquisition up to City
Doesn't think should hold letting
My concern → How about Environment & R/W Certification
Preferable for City to do now at their expense
Or could hold up if we did as part of project

X N

Signature D

No other R/W or utilities needed. Charge contingencies or all anticipated item for utilities
Gerald Weimer

P
File ( ) ( ) (X) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8656.

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section, Details & Summary
3	Plan

10-4-77

Temporary Protection And Direction Of Traffic Will Be Write-up In Specifications

STAT

STATE HI

PLANS F

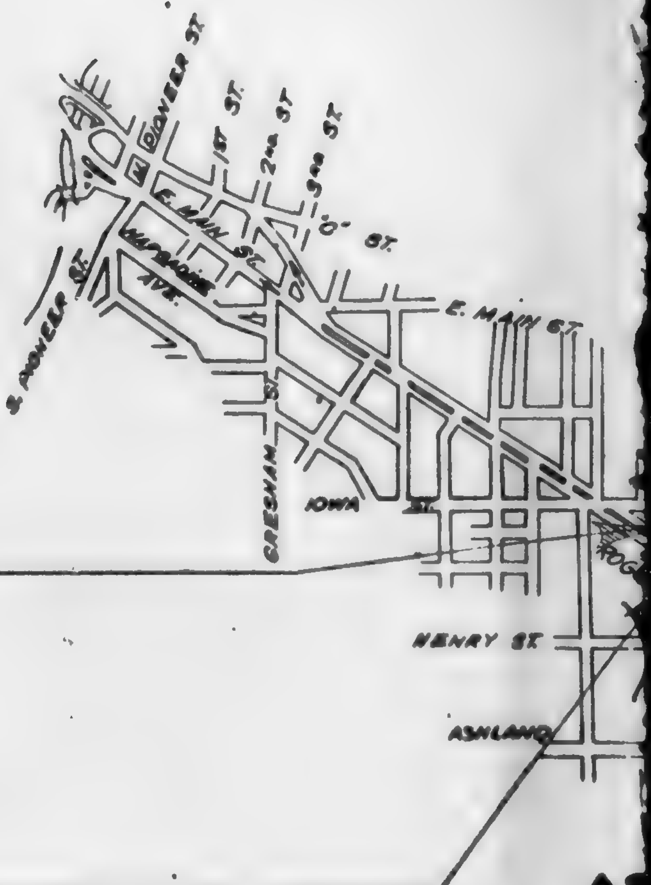
ROGUE VALLEY HWY AT R

FAU 38

APPROVED
CITY OF Ashland
BY MAYOR Gary Prickett
BY RECORDER Nan E Franklin
DATE 10-4-77

BEGINNING OF PROJECT
Sta. 7+50

END OF PROJECT
Sta. 9+60



AS

TS

Summary

10-4-77

Direction Of Traffic
fications

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PR

SU

ROGUE VALLEY HWY AT MOUNTAIN AVE (ASHLA

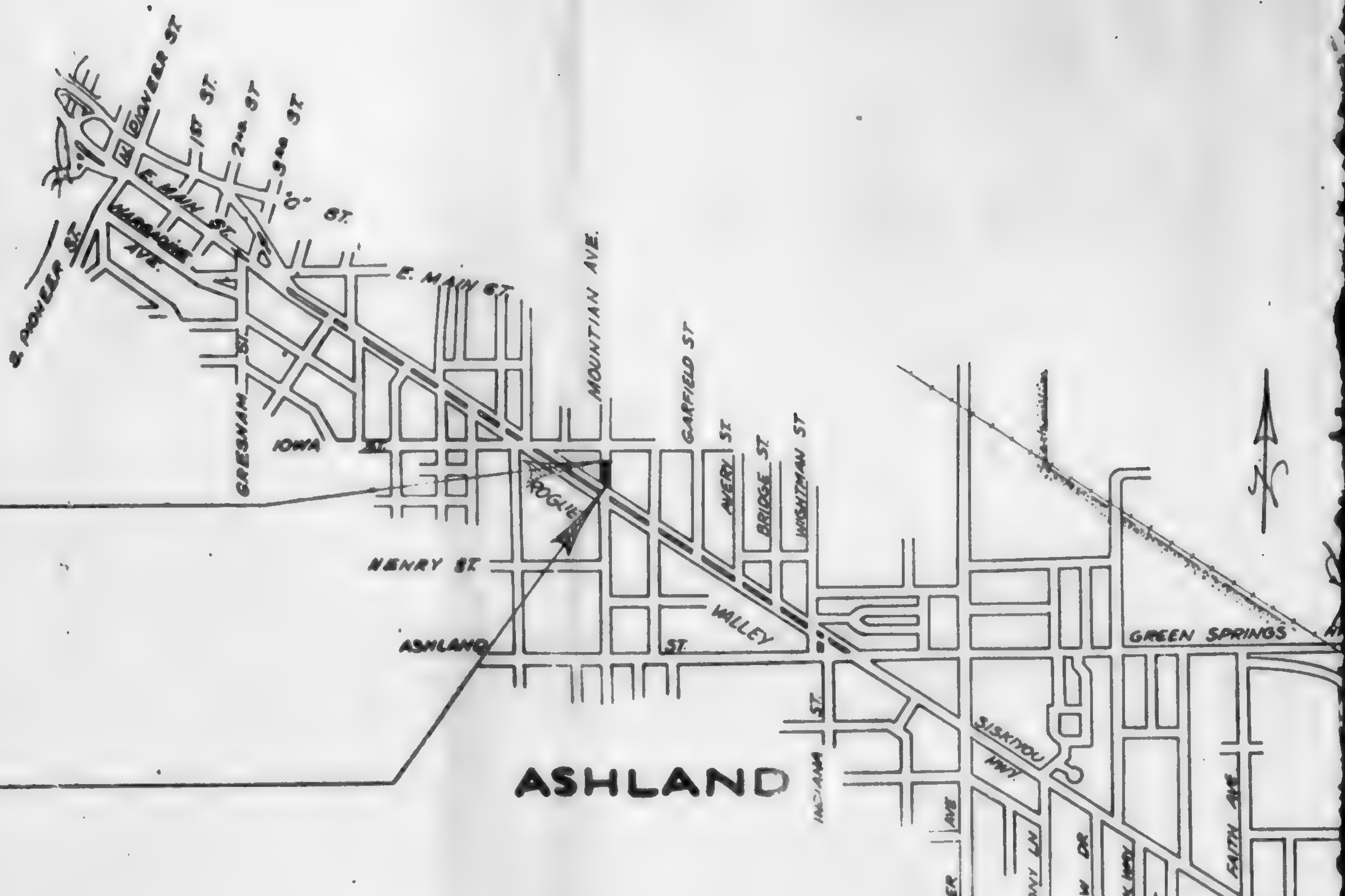
FAU 3875 (MOUNTAIN AVE)

JACKSON COUNTY

E Franklin

JECT

CT



Sketch Map

Scale 0 800 1600 Ft.

OREGON TRANSPO

Glenn L. Jackso
Gordon Colem
Michael P. Ho
Peter J. Brix
Tom Walsh
Robert A. Bur
Fred B. Klaboe

Hildebrandt

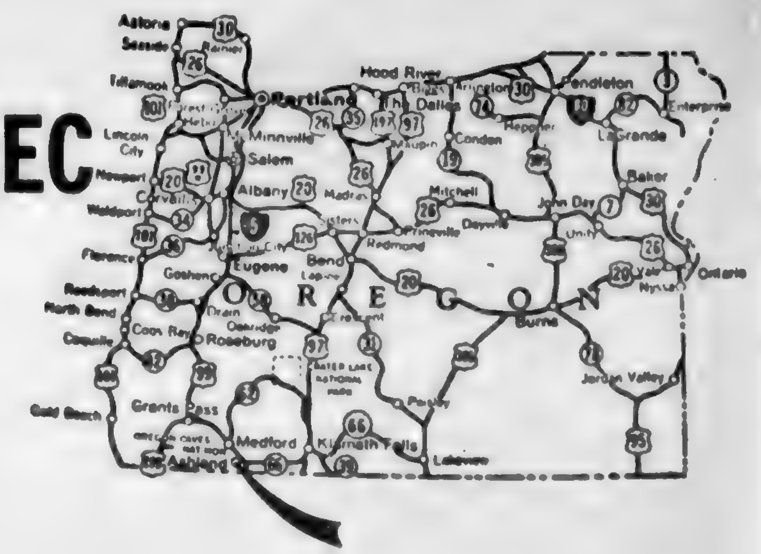
ROGUE VALLEY HWY. AT MOUNTAIN AVE (ASHLAND) SEC. FAU 3875 (MOUNTAIN AVE.) JACKSON COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

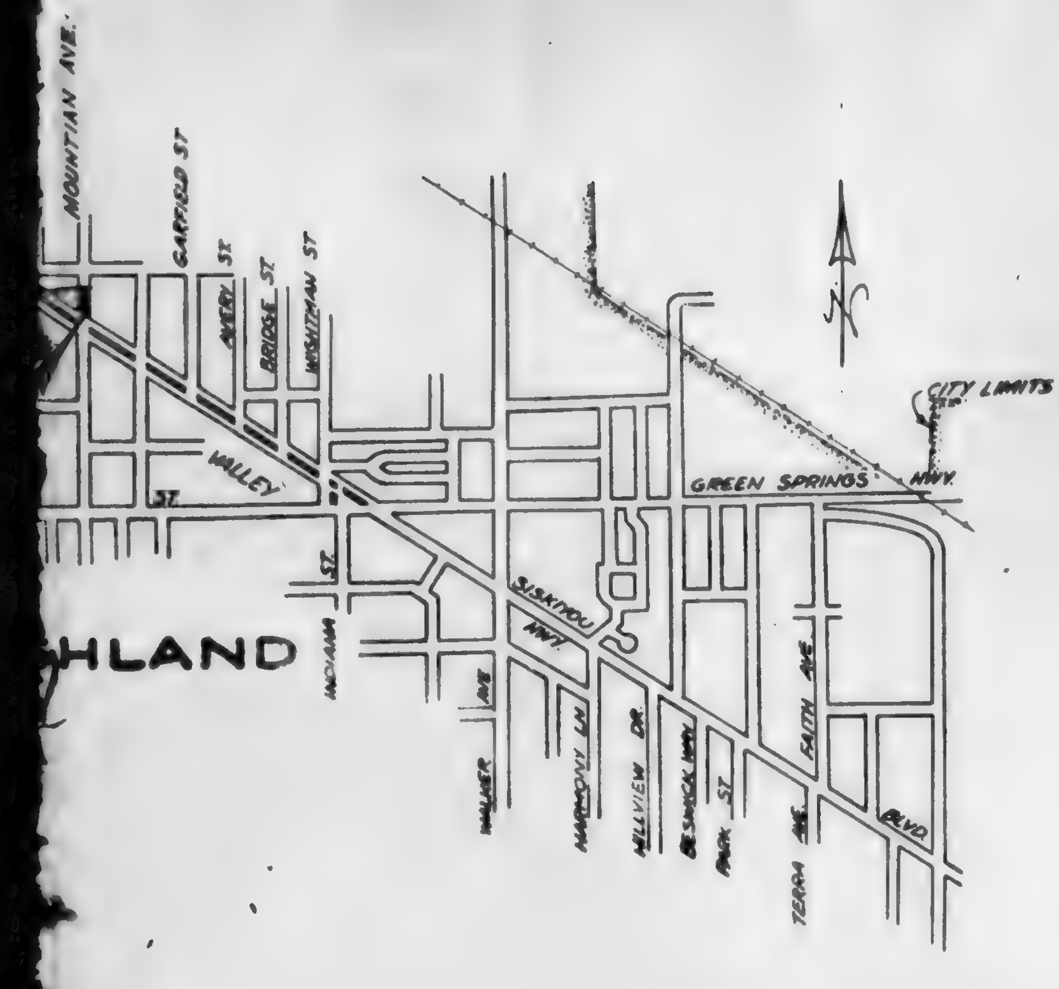
FAU

PRELIMINARY COPY
FEB 14 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

E OF OREGON
GHWAY DIVISION
OR PROPOSED PROJECT

MOUNTAIN AVE (ASHLAND) SEC
75 (MOUNTAIN AVE)
JACKSON COUNTY





Sketch Map
Scale 0 800 1600 Ft.

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER
OCT. 30, 1960

EDGAR S. HUNTER
MAY 13, 1960

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

8656

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Rogue Valley Hwy. @ Mountain Ave.

Highway: F.A.U. 3875 (Mountain Ave.)

County: Jackson

Prefix: 15-1940

Res. Engr.

Date August 15, 1977

Ten Year Traffic Coefficient 6.0

18 kip s.a. per day 8.7

R value 11

Frost Penetration - - - -

CBE Total Requirement 19.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
4.0"	A.C.	8.0
8.0"	A.B.	8.0
13.5"		19.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Programs

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
AUG 18 1977
File: PM FA
LG OP
TAA ______

√

8656 - 9

Consent Calendar
I

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: August 12, 1977

TO: OREGON TRANSPORTATION COMMISSION

R Hersey

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the August 23 meeting will be two requests for approval of Urban System Projects.

A Carpool Demonstration Project to develop alternative modes to compensate for the removal of parking in the downtown and Capitol Mall areas is being requested by the City of Salem. City will provide all the matching funds for this $37,500 project.

The City of Ashland is requesting a $25,000 preliminary engineering project to prepare final plans for a project on Hersey Street.

Federal Urban System funds for these projects are estimated at $55,250 with the State providing approximately $1,750 in match funds and $5,500 being contributed by the Cities.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

HSC:GEZ:lml

bc:
R. A. Burco
F. B. Klaboe
John Sheldrake
L. W. Rulien
L. E. George
F. E. Terpin
Alfred Shirley, Jr.
George Bell
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
J. H. Versteeg
V. E. Skoog
D. N. Harwell

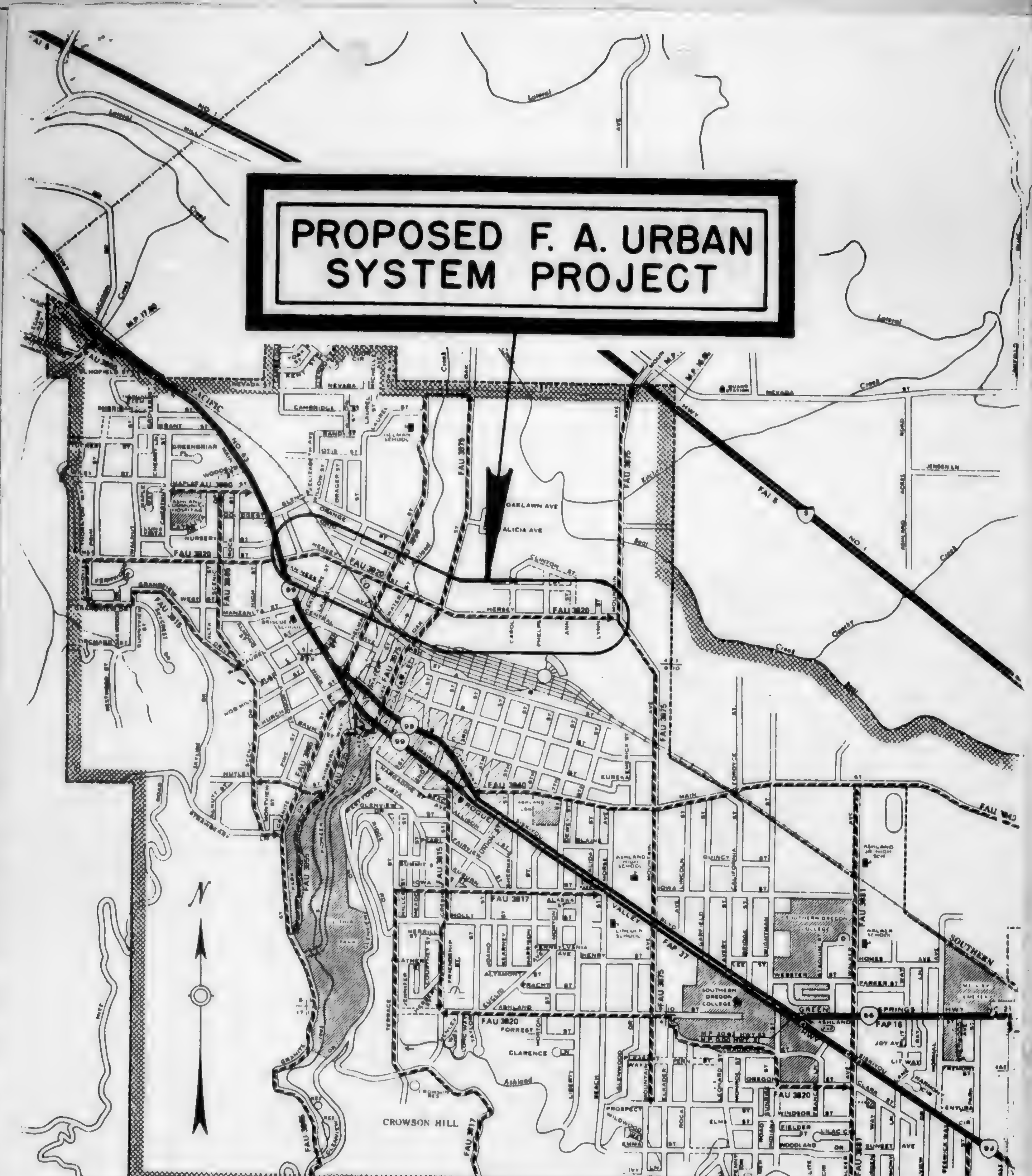
CITY OF ASHLAND
Proposed Urban System Project

Main Street (Rogue Valley Hwy.)-Mountain Avenue
(Ashland) Section, Hersey Street, FAU 3920
Preliminary Engineering
1.0 miles
$25,000

The City's Urban System funds are insufficient to reconstruct this entire 1.0 mile section of Hersey Street. This project will identify the limits of a project that can be constructed with the funds available.

All preliminary engineering including preparation of final plans will be accomplished. State will perfrom the bulk of the work.

77-g
8/9/77



PROPOSED F. A. URBAN SYSTEM PROJECT

8656

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
May 20, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Requested Project Changes
Special Supplemental
Preservation Program
(with transition quarter funds)

Region III has requested some changes in the Special Supplemental Preservation Program as follows:

(1) That the signal on the list (FY 1980) for US101 at North Bank Chetco River Road (M.P. 357.76) be deferred and placed back on the unfunded signal priority list. Region has been working with the locals and they have come to agreement on this action.

(2) Since the project listed for FY 1978 on ORE99 at Clear-Lake-Irving Rd. (M.P. 117.89) is being funded by HHS funds, Region would like to substitute in its place on the FY 1978 Special Supplemental Preservation list a signal project on the Oregon Coast Hwy. at the connection to Shopping Center Avenue (M.P. 358.57). The costs are about the same. This project is not currently on the Preservation Program List, but it meets two warrants which would rank it as high as some of the projects on the FY 1978 list. Region would like this project installed this year.

(3) Since the project listed for FY 1978 on the Rogue Valley Hwy. at Mountain Ave. (M.P. 20.17) is being funded with FAUS funds, Region would like to substitute in its place on the FY 1978 listing the signal project on the Pacific Hwy. West at Barger Ave. (M.P. 119.44). This project is currently on the FY1979 listing for transition quarter funds but Region would like to have it done sooner.

RECEIVED
DOT OPERATIONS
MAY 26 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
MAY 23 '77
REFER TO
F.B. Klaboe
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Recommend changes in Programs as suggested. —

✓ Also, because of previous commitments I would like to move the signal project on the Pacific Hwy. West at McDonald Lane in McMinnville (M.P. 36.36) from FY 1980 to FY 1978.

Your approval of these actions is requested.

APPROVED
STATE HIGHWAY ENGINEER
DATE: 5/25/77

[illegible]
TU

L. E. George
Traffic Engineer

[illegible]

RDT:rw
cc: Alfred Shirley, Jr.
L. W. Rulien
J. W. Sheldrake

Rulien

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-8541~~ 672-6658

PRO 6

April 5, 1977

Mr. Allen A. Alsing
Director of Public Works
City of Ashland
City Hall
Ashland, OR 97520

Dear Mr. Alsing:

This will acknowledge your letter of February 28, 1977, directed to Mr. Earl Purdy, Resident Engineer in Medford, requesting the scope of the FAUS signalization project be changed to provide for the widening of Mountain Avenue.

Your request was processed and this is to advise that an approved Authority for Survey is being forwarded to Mr. Earl Purdy so the necessary field work can be accomplished.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
George Thornton
Earl Purdy

PROJECT MANAGEMENT
APR 6 '77
REFER TO:
FOR
Investigate
See me

NOTED

8656

Rulien faus

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 7, 1976

Roseburg, Oregon

FILE: PRO 6

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Region Federal-Aid Engineer

TO: John Grassman
Region Design Engineer

SUBJECT: Location work required
Siskiyou Blvd at Mountain Ave.
(Ashland) Section
Rogue Valley Highway
FAUS Project M-3875(1)

The FHWA has approved the subject project for preliminary engineering. Attached is an approved Authority for Survey for this same project.

It now appears that we cannot depend on Mr. Purdy to accomplish the field work due to his workload.

Will you please work with Mr. Osborn and Mr. Kennen/Mr. Ayres to produce a suitable base map for a traffic signal design at this location.

You may proceed at your earliest convenience.

GC/slc

Encl.

cc: L.W. Rulien ✓
L.E. George
George Thornton
Earl Purdy
Kipp Osborn
Al Alsing - Ashland Public Works

RECEIVED
COUNTY & CITY SECTION
OCT 12 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8656

LETTER OF APPRO AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. FAUS
M-3875(1)

ATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

9-21-76

PROGRAM NO.

COUNTY NAME
Jackson

ITEM NO.
M-90

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 9-21-76	FEDERAL ROUTE NUMBER FAU 3875 STATE ROUTE NUMBER City Street

GENERAL LOCATION:
"Rogue Valley Highway at Mountain Ave. (Ashland)"
City Street Intersection of SR 99 and Mountain

GENERAL DESCRIPTION OF WORK:

PE - Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC$3,500 - F.F. $3,000

☒ OTHER *(Specify)* Program Approval
(TEC $40,000 - FF $34,290)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 8-26-76 letter I approve this project for inclusion in the Federal-aid program and concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set for in FHPM 7-7-2.

Also as requested in Mr. Rulien's 8-26-76 letter you are autholzed to proceed with the necessary work shown above.

DATE 9-21-76	SIGNATURE OF APPROVING OFFICIAL	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-058

FAUS

TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

August 26, 1976

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., Intersection of SR99 and Mountain Ave. 65			ADT	PRESENT *20,260	FUTURE (66) *41,040 (70)	YEAR (71) 96 (72)	REGION 10	STATE NAME Oregon		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., Traffic Signal 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 23	NUMBER 7 3875		
CARD 4	CLASS OF FEDERAL FUNDS Urban System						COUNTY NAME Jackson					
	NAME OF URBAN AREA 17-31 Ashland						ROUTE NO. U	FEDERAL-AID 3875	STATE (32) City St. (36)	U.S. (37) -		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** TOPICS			0.0	3,500	3,000	500	
5					**ROW**							
5					**CONST** (CODE) TOPICS Y031		"Rogue Valley Hwy. at Mountain Ave. (Ashland)"	0.0	36,500	31,290	5,210	
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.0	40,000	34,290	5,710	
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (32)	REMARKS	

*ADT entering Intersection

RECEIVED
COUNTY & CITY SEC
SEP 22
☐ ENGR. ☐ CONST
☑ UPE

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

August 26, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., Intersection of SR99 and Mountain Ave.		*20,260	*41,040	96	10	Oregon	41	W32	90

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
c Signal								M-	3875 .	(1)		

FUNDS	Urban System	COUNTY NAME	Jackson	CODE D29
A	Ashland	ROUTE NO. U	FEDERAL-AID 3875	STATE City St.	U.S. -

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE TOPICS			0.0	3,500	3,000	500		
ROW								
CONST (CODE) TOPICS Y031		"Rogue Valley Hwy. at Mountain Ave. (Ashland)"	0.0	36,500	31,290	5,210		ROW-100 normal; Access Control - none; Parking Restrictions - partial.
D BY		PROJECT TOTALS	0.0	40,000	34,290	5,710		

APPROVAL DATES

REMARKS

*ADT entering Intersection

-over-

RECEIVED
COUNTY & CITY SECTION
SEP 27 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Rogue Valley Hwy. at Mountain Ave. (Ashland)

Project No. M-3875(1)

Existing Facility: Traffic entering intersection controlled by stop signs on Mountain Avenue.

Rogue Valley Hwy.---70' curbed roadway with 4 travel lanes and 6' median.

Mountain Ave.---36' curbed roadway.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Install multi-phase traffic signal and incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 8 Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that will require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements

(a) Public Hearings---none required under Oregon Act

(b) Location/Design---not a factor in the developmen
project.

Maintenance of Traffic Operations Improvements: A State-
approved on August 24, 1976 to comply with Section 116, T

Note: This project is in congressional District No. 4.

at Mountain Ave. (Ashland)

5(1)

: Traffic entering intersection controlled by ntain Avenue.

Hwy.---70' curbed roadway with 4 travel lanes ian.

.---36' curbed roadway.

: Same as existing facility.

rk under this project consists of the

ary engineering all phases.

multi-phase traffic signal and incidental work common to this type of project.

additional required.

rports, Railroads, Water Developments, Historical Areas: None involved.

rements: Nonmajor action project as set forth in

rements: Exempt from State Clearinghouse and Dis- house A-95 review under working agreements.

rements: Urban Transportation Planning not appli- ject will not result in an alteration of land use or terns that will require a significant change in ed or underway.

FHPM 7-7-5 Requirements

(a) Public Hearings---none required under Oregon Action Plan.

(b) Location/Design---not a factor in the development of this project.

Maintenance of Traffic Operations Improvements: A State-City agreement was approved on August 24, 1976 to comply with Section 116, Title 23 U.S.C.

Note: This project is in congressional District No. 4.

8656

2

~~PRO 6-2~~

August 26, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

886-5
13[illegible]

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Program Data Submission
Project No. M-3875(1)

We are submitting program data for one project, Item No. 90, Project No. M-3875(1), "Rogue Valley Highway at Mountain Avenue (Ashland)", which we desire to have included in the Federal-Aid Urban System Highway program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the Oregon State Highway Division.

We request the following:

(1) Concurrence that the project falls in the classification of a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

(2) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS and E approval at an estimated total cost of $3,500 with an obligation of $3,000 in federal funds.

PL:dpy

cc: Alfred Shirley - Region III

TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

August 26, 1976

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) City St., Intersection of SR99 and Mountain Ave.		ADT	PRESENT *20,260	FUTURE (66) *41,040 (70)	YEAR (71) 96 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Traffic Signal	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 3875

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Jackson			
	NAME OF URBAN AREA Ashland	ROUTE NO. U	FEDERAL-AID 3875	STATE (32) City St. (36)	U.S. (37) -

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** TOPICS			0.0	3,500	3,000	500	
5					**ROW**							
5					**CONST** (CODE) TOPICS Y031		"Rogue Valley Hwy. at Mountain Ave. (Ashland)"	0.0	36,500	31,290	5,210	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	40,000	34,290	5,710
1	14	PROGRAM APPROVAL DATES			(19) (23)	(24) (28)	REMARKS

*ADT entering Intersection

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

August 26, 1976

ECT LOCATION (45 typewriter spaces)	ADT PRESENT	ADT FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ty St., Intersection of SR99 and Mountain ve.	*20,260	*41,040	96	10	Oregon	41	W32	90

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
gnal								M-	3875	(1)		

Urban System

COUNTY NAME: Jackson CODE: 029

PROGRAM STAGE: ☐ 1 OR ☒ 2

Ashland

ROUTE NO. U FEDERAL-AID: 3875 STATE: City St. U.S.: -

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E OPICS			0.0	3,500	3,000	500		
OW								
ONST (CODE) PICS 31		"Rogue Valley Hwy. at Mountain Ave. (Ashland)"	0.0	36,500	31,290	5,210		ROW-100 normal; Access Control - none; Parking Restrictions - partial.
		PROJECT TOTALS	0.0	40,000	34,290	5,710		

PROVAL DATES

REMARKS

*ADT entering Intersection

-over-

Rogue Valley Hwy. at Mountain Ave. (Ashland)

Project No. M-3875(1)

Existing Facility: Traffic entering intersection controlled by stop signs on Mountain Avenue.

Rogue Valley Hwy.---70' curbed roadway with 4 travel lanes and 6' median.

Mountain Ave.---36' curbed roadway.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Install multi-phase traffic signal and incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 8 Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that will require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements

(a) Public Hearings---none required under Oregon Ac

(b) Location/Design---not a factor in the developme
project.

Maintenance of Traffic Operations Improvements: A State-
approved on August 24, 1976 to comply with Section 116, T

Note: This project is in congressional District No. 4.

at Mountain Ave. (Ashland)

5(1)

: Traffic entering intersection controlled by
ntain Avenue.

Hwy.---70' curbed roadway with 4 travel lanes
ian.

.---36' curbed roadway.

: Same as existing facility.

rk under this project consists of the

ary engineering all phases.

nulti-phase traffic signal and inci-
work common to this type of project.

additional required.

rports, Railroads, Water Developments, Historical
Areas: None involved.

ements: Nonmajor action project as set forth in

ements: Exempt from State Clearinghouse and Dis-
ouse A-95 review under working agreements.

ements: Urban Transportation Planning not appli-
ect will not result in an alteration of land use or
erns that will require a significant change in
d or underway.

FHPM 7-7-5 Requirements

(a) Public Hearings---none required under Oregon Action Plan.

(b) Location/Design---not a factor in the development of this project.

Maintenance of Traffic Operations Improvements: A State-City agreement was approved on August 24, 1976 to comply with Section 116, Title 23 U.S.C.

Note: This project is in congressional District No. 4.

8656 2

August 25, 1976

City of Ashland
City Hall
Ashland, OR 97520

5b

Attention: Joseph M. Butler
City Recorder

8-24-76

MISC. CONTRACTS and
AGREEMENTS No. 5767

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals at the intersection of Rogue Valley Highway (Siskiyou Boulevard) and Mountain Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc D. E. George (agree. att.)

8656

8

5b

DATE: August 6, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

x86-5
1338-5

SUBJECT: Traffic Signal Installation
Rogue Valley Highway (Siskiyou Blvd.) and
Mountain Avenue, City of Ashland
Agreement No. Miscellaneous C. and A. 5767

We have an agreement which has been executed by the City of Ashland covering installation of traffic signals at the intersection of Rogue Valley Highway (Siskiyou Boulevard) and Mountain Avenue in the City of Ashland.

The agreement provides that the State shall prepare all plans, specifications and perform the work of the project. The estimated cost of this project is $40,000, which will be funded by Federal-aid Urban Funds, $31,200 Federal funds and $8,800 State funds.

After completion of the project, the State will maintain the traffic signals and the City will pay for all power consumption.

This will be on the agenda for your consideration at the August 24 meeting. Your approval of the agreement is recommended.

VLT:ds ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
Don Harwell
Alfred Shirley, Jr.
George Bell

8656

8

DATE: June 18, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

886-S
1338-J

Presented for your consideration at the June 29 meeting will be three requests for approval of Urban System projects.

The City of Ashland submitted two project requests. One is a $112,000 project to widen and improve Grandview Street and Wimer Street. The other is a $40,000 traffic signal installation at the intersection of Mountain Avenue and the Rogue Valley Highway.

The City of Portland is requesting a $240,000 preliminary engineering project to study the feasibility of connecting North Greeley Avenue to I-5 at the East Fremont Interchange.

Federal Urban System funds for these projects are estimated at $305,760 with the State providing approximately $47,520 in matching funds and $38,720 being contributed by the involved unit of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval.

Att.

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
E. L. Hardt
A. Shirley, Jr.
L. W. Rulien
V. E. Skoog
D. N. Harwell
George Bell

GEZ:dp ia

CITY OF ASHLAND
Proposed Urban System Project

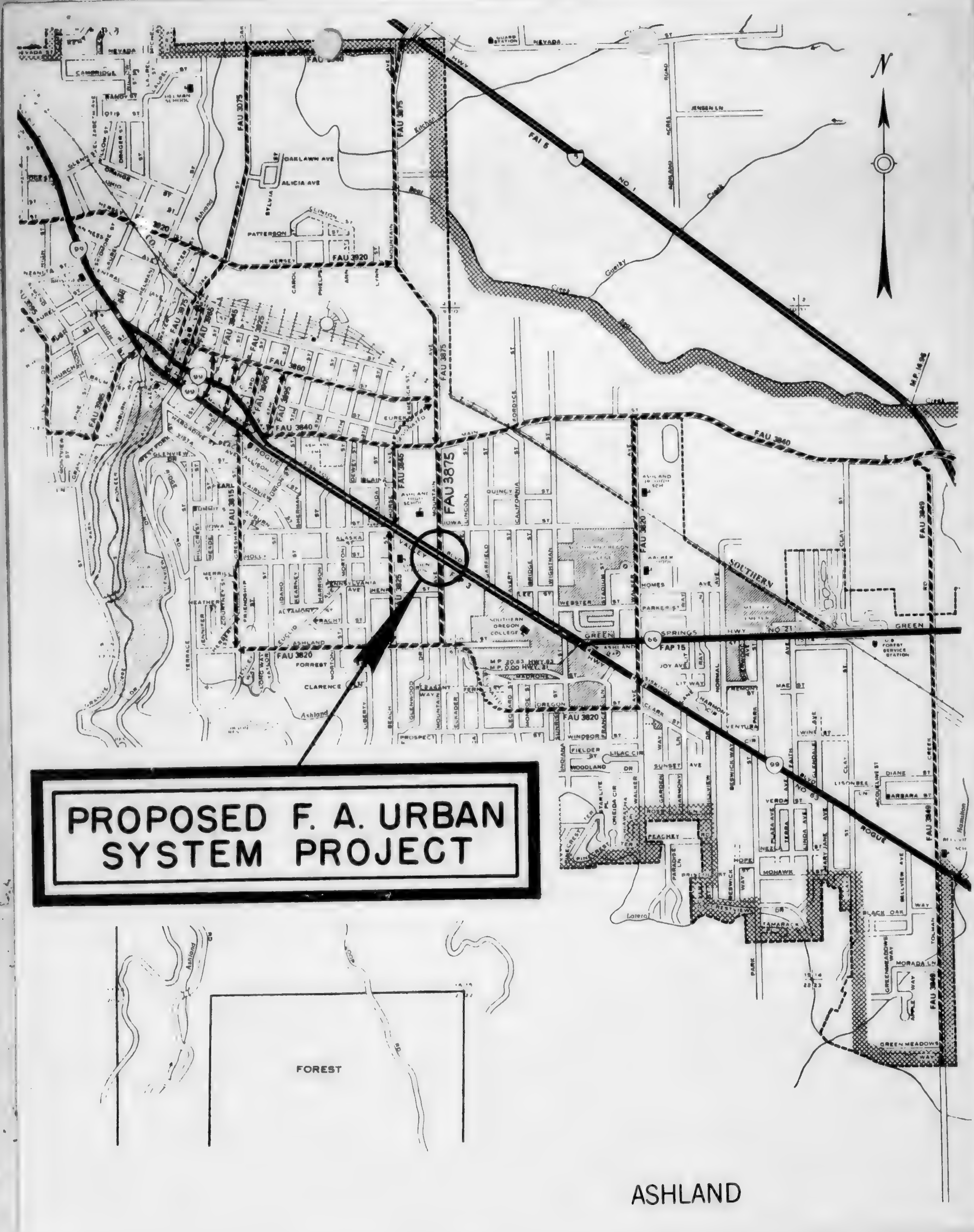
Mountain Ave. (FAU 3875) at Rogue Valley Highway
Traffic Signals
$40,000

This project entails all the necessary work and costs to install traffic signals at the intersection of Mountain Avenue and the Rogue Valley Highway.

Perform necessary engineering.

Provide necessary signing.

76-f
6/16/76



PROPOSED F. A. URBAN SYSTEM PROJECT

ASHLAND

8656 FAUS

Form E-30 ~~(Rev. 2-71)~~

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Siskiyou Blvd. @ Mountain Ave. (Ashland)

Date June 17, 1976

Highway Rogue Valley

Authorization No. 1

County Jackson

Survey Prefix 15-1940 (Assigned by Salem office)

Description of termini, route, length, etc.:

Siskiyou Blvd. (Rogue Valley Hwy.) @ Mountain Avenue (FAUS 3875)

RECEIVED
COUNTY & CITY SECTION
SEP 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

Purpose of survey: To prepare plans, specifications and estimates for a traffic signal installation and increase left turn storage if required. (FAUS)

M-3875(1)

Estimate of cost:	Field	901	1,500
	Plans	905	~~200~~ 400
	Soils	910	300
	Traffic	911	800
	Utility	914	300
	Specifications	921	200

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 3,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) .

Requests made by:

Field Engineer

Recommended for Approval: J. X. Wilson

Regional Engineer

Recommended for Approval:

Location Engineer

Approved: E. Hunter

Assistant State Highway Engineer

SP*230[illegible]-734

9-21-76
FAUS

8656

Rulien Ashland FAUS

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PRO 6

Mr. Allen Alsing
Director of Public Works
Ashland City Hall
Ashland, OR 97520

June 10, 1976

RECEIVED
COUNTY & CITY SECTION
JUN 11 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Dear Mr. Alsing:

This is to confirm our telephone conversation 6/10/76 concerning your question of Fund Budgeting for the Siskiyou Blvd. (Rogue Valley Highway - ORE 99) at Mountain Ave. Signalization Project.

This project originally was to require transfer of FAUS funds to the primary fund as Mountain Ave. was not on the FAU System.

This office has been advised that this is no longer the case, as Mountain Ave. has been recommended for inclusion on the FAU System.

This being the current situation, no city monies will be required as matching funds due to the fact that Siskiyou Blvd. is on the state system. You may recall that, if an FAUS project involves two city streets, the City's match would be 11% and the State 11%.

By a copy of this letter, I am asking the Project Management Section to prepare the necessary City-State Agreement and for Mr. Grassman, Regional Design Engineer, to initiate an Authority for Survey to cover the cost of State Forces involvement in the project.

No You will be advised of further progress of this project.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

[illegible] #

GC/slc

cc: L.W. Rulien, George Thornton
L.E. George, Bill Maude
John Grassman

: 8656

Jall
Ashand

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 2, 1976

TO: L. W. Rulien
Project Management Engineer

Attention: Gary E. Zehner
Urban Program Engineer

SUBJECT: Traffic Signal
Siskiyou Boulevard at Mountain Avenue
Rogue Valley Highway No. 63
Ashland

We have reviewed the request by the City of Ashland for a traffic signal on Siskiyou Boulevard at Mountain Avenue, and it appears to be acceptable.

We recommend that a five-phase fully-actuated signal be installed. The cost estimate of $40,000 should be sufficient.

Very truly yours,

L E George

L. E. George
Traffic Engineer

TL:ds

cc: Alfred Shirley, Jr.

RECEIVED
COUNTY & CITY SECTION
JUN 3 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
JUN 03 '76
REF TO Gary H
FOR

o	nvestigate	D	Action	File	Letter	See me
			✓			

Rev. 6/5/75

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date 4-13-76

Applicant Agency City of Ashland

Federal Aid System Route No. [illegible] Route Name [illegible]

Project Name Siskiyou Boulevard Traffic Signal

Project Length ______ Project Location (Attach sketch map)

Project Description This project will consist of the installation of a traffic signal at the intersection of Mountain Avenue. Final design might show need to increase length of left turn refuges on Siskiyou Boulevard.

Average Daily Traffic 14,000 Design Speed Unknown

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 70 ft. Travel Lanes Four Shoulders No
Medians yes Parking No
Sidewalks yes
Other

L E GEORGE

2. Desired Roadway Cross Section: (Attach sketch)

Width Same Travel Lanes Same Shoulders Same
Medians Same Parking Same
Curbed Same Length Curb Radii
Sidewalk/Bikeway Existing
Other

FOOTNOTES:

Description of Proposed Roadway Work This work will consist of the installation of traffic signals, their support structures and actuators.

RECEIVED
COUNTY & CITY SECTION
MAY 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ [illegible] ☐ [illegible] ☐

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

   General Width 100 ft. Minimum ____________ Maximum ____________

2. Will Additional Right-of-Way Be Needed? No Explain ____________

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? DNA

4. Will applicant acquire right-of-way and have State review negotiations?
   Yes ________ No No

5. Should State negotiate and acquire right-of-way in behalf of applicant?
   No

6. Should State prepare options? Yes ________ No NO

7. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
   No If so, explain ____________
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? ____________
   If so, explain ____________

III. TRAFFIC CONTROL DATA

1. **Existing Signalization:**

   Standard stop signs on Mountain Avenue

2. **Proposed Signalization:**

   Location To control traffic entering intersection from four directions.
   Type Standard with pedestrian signals

Phases Not yet designed
Type of Suspension
Interconnected
Other

FOOTNOTES:

3. **Permanent Signing:**

Include in project or by applicant? In project

4. **Permanent Striping:**

Include in project or by applicant? None

IV. ILLUMINATION DATA

1. **Present Illumination and Location:**

Illumination presently located on center median strip of Siskiyou Blvd.

2. **Proposed Illumination:**

Location No additional
Type

V. STRUCTURE DATA

1. **Existing Structure:**

Location None
Type

Size
To Remain in Place?

2. **Proposed Structure:**

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure DNA

Are sidewalk/bikeways desired? DNA

Are any utilities to be attached to structure? DNA

FOOTNOTES:

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of Tracks: Mainline Siding Total
Angle of Intersection
Sight Distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered? DNA

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement City Engineers Office
Office
2. Environmental Same
Office
3. Public Hearing Same
Office

REMARKS: ______________________________

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections None

2. Does the applicant desire to perform the project preliminary engineering?
Yes ______ No X

Does the applicant desire to perform the project construction engineering?
Yes ______ No X

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ -0-
Right-of-Way Costs (if participating)	-0-
Traffic Control	40,000.00
Illumination	-0-
Structures	-0-
Railroad	-0-
Other	-0-
Preliminary Engineering	Included in above
PROJECT TOTAL	$ 40,000.00

FOOTNOTES: ______________________________

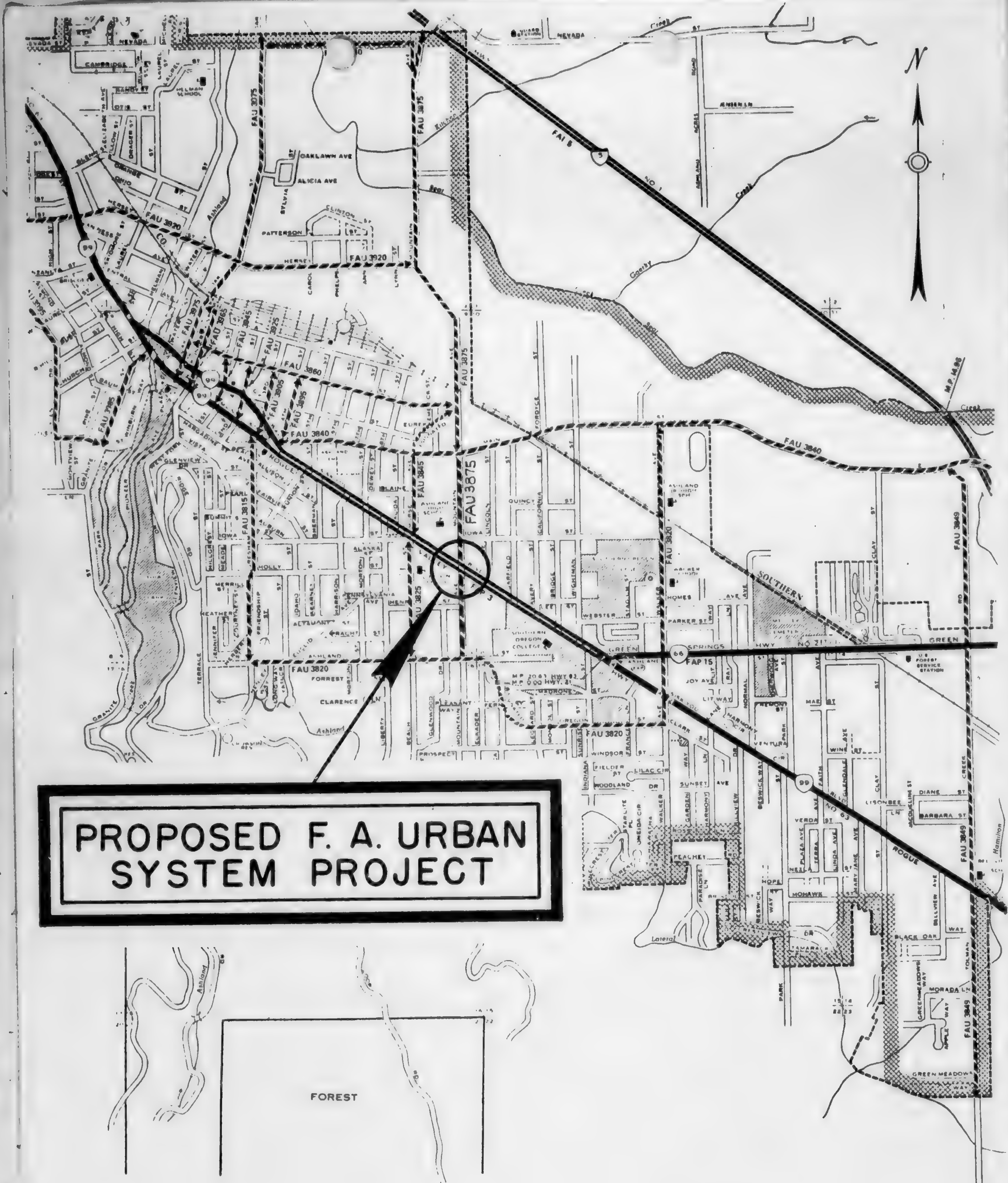
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Ashland and/or ______________ County

X By ______________ By ______________
CITY ADMINISTRATOR

By ______________ By ______________

By ______________



PROPOSED F. A. URBAN SYSTEM PROJECT

ASHLAND

8656 8

March 16, 1976

MEMO TO THE FILES

FROM: D. N. Harwell
County-City Engineer

NOTED
E. S. HUNTER

RE: City of Ashland

886-5
1338-5

NOTED
E. S. HUNTER

I met with Al Alsing, Public Works Director, regarding FAUS funds which the city has $245,000 unobligated and available to them for construction projects under the FAUS program. Mr. Alsing indicated that perhaps after review by the Council they would request that we utilize these funds for construction of a signal at Siskiyou Boulevard and Mountain Avenue which I believe is 9th or 10th priority in the State at this time with no funding capabilities at State level. This is not currently eligible for FAUS funds as it is not on the system.

Other projects under FAUS funding being considered would be several streets on the FAUS system which are unimproved and would require substantial work and monetary contribution. In this event, the city proposed to form LID districts with the various property owners in the immediate area for local financing for their portion of the project, subject to review by the Council formulation of LID's. Mr. Alsing also indicated, in no event, at least at the present, would they want to undertake any of the engineering and/or related activities and would like the State to perform and include in the overall program of financing of the project under FAUS.

cc: L. W. Rulien
Alfred Shirley, Jr.
L. E. George

DNH:dp

RECEIVED
STATE HWY ENGR
APR 2 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
L.E. GEORGE

NOTED
F. B. KLABOE

RECEIVED
APR 2 1976
TRAFFIC ENGINEERING

8656

9

OREGON STATE SYSTEM OF HIGHER EDUCATION
OFFICE OF FACILITIES PLANNING
P.O. BOX 3175
EUGENE, OREGON 97403

OFFICE OF THE VICE CHANCELLOR

TELEPHONE
(503) 686-4159

March 24, 1976

RECEIVED
STATE HWY ENGR
MAR 25 '76
REFER TO
ESH
FOR

Info	Inves	R/D	D/R	Sign	Act	File
/						/

NOTED
E. S. HUNTER

Dr. James K. Sours
President
Southern Oregon State College
Ashland, Oregon 97520

Subject: Traffic Signals at Intersection of Mountain Avenue and Siskiyou Boulevard, Southern Oregon State College

886-S
1338-J

Dear Dr. Sours:

This letter will confirm the action of the State Board of Higher Education yesterday in authorizing an allocation of $2,750, or as much thereof as may be required, from the Board's reserve for physical plant rehabilitation and minor capital improvements to cover up to one half of the local matching funds required for the purchase and installation of traffic signals at the intersection of Mountain Avenue and Siskiyou Boulevard if appropriate arrangements are made by the City of Ashland and the Highway Division of the Department of Transportation to proceed with this work.

It would be appreciated if you would advise our office when and if this work is to proceed so that we might arrange for the transfer of the funds into a special account.

Very truly yours,

J. I. Hunderup
Vice Chancellor

JIH:ev

cc: Representative Cleatis Mitchell
Mayor Gary Prickett
✓ Mr. Fred Klaboe
Mr. D. E. Lewis
Mr. J. R. Stevens

cys B. George
Review
3-25-76

NOTED
R. L. SCHROEDER

NOTED
F. B. KLABOE

8656

9

February 4, 1976

The Honorable C. G. Mitchell
State Representative
Post Office Box 131
Ashland, Oregon 97520

886-5
1338-5

Dear Mr. Mitchell:

The Highway Division has reviewed traffic conditions at the intersection of Mountain View Avenue and Siskiyou Boulevard. Traffic data indicates that a signal is warranted at this intersection and, as you were informed, it was added to our statewide priority list of locations. This location is number 12 on a list of 51 locations. The aggregate total estimated cost for all locations is $2 million.

Because of the Highway Division's financial problems, we are not installing any new traffic signals with 100 percent State dollars. We simply do not have the funds to match the needs for installing these traffic control devices.

The City of Ashland has $245,000 uncommitted in Federal Aid Urban System money. Although Siskiyou Boulevard is a priority primary street and not an urban system street, the funds can be transferred between systems. If Ashland is willing to fund the signal by a transfer of funds and to provide the usual 11 percent match, the Highway Division will perform the design and engineering required for the installation.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: The Honorable Lenn L. Hannon
Al Alsing, City of Ashland
Jack Hunderup, P. O. Box 3175, Eugene 97403

bc: E. S. Hunter R. L. Schroeder
L. E. George Don Harwell
Alfred Shirley Ralph Sipprell

LEG:ds srb

8656 9

OREGON STATE SYSTEM OF HIGHER EDUCATION
OFFICE OF FACILITIES PLANNING
P.O. BOX 3175
EUGENE, OREGON 97403

OFFICE OF THE VICE CHANCELLOR

TELEPHONE
(503) 686-4155

February 4, 1976

RECEIVED
STATE HWY ENGR
FEB 5 '76
REFER TO
Bud George - Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

2-12

Representative Cleatis Mitchell
243 Granite Street
Ashland, Oregon 97520

Subject: Traffic Signals at Intersection of Mountain Avenue and Siskiyou Boulevard, Southern Oregon State College

Dear Representative Mitchell:

In accordance with our telephone discussion earlier today, we shall be pleased to recommend to the State Board of Higher Education that an allocation of approximately $2,750 be made from the Board's reserve for physical plant rehabilitation and minor capital improvements to cover up to one-half of the local matching funds required for the purchase and installation of traffic signals at the intersection of Mountain Avenue and Siskiyou Boulevard if appropriate arrangements are made by the City of Ashland and the Highway Division to proceed with this work.

Based upon information which you and Mr. Fred Klaboe provided by telephone, it is our understanding that it would be possible for the City of Ashland to allocate the federal share of 78% of the project costs from federal aid funds available to the City, and the Highway Division would participate to the extent of 11% if local matching amounts of 11% were also committed by the City either from its own resources or from others (such as the State Board of Higher Education on behalf of Southern Oregon State College).

President Sours and members of his staff have indicated their endorsement of the proposal to have the traffic signals installed. They reminded us that the Board had authorized some participation in this proposal several years ago when Mountain Avenue was widened and the storm drainage system there was improved, but the signals were not needed at that time. Apparently, more recent studies have indicated the need for this improvement and because it will be of some benefit to the students and staff of the College, we shall be glad to present a recommendation to the Board for action at the meeting scheduled for March 23, 1976. If sufficient details are available from the City of Ashland and/or the Highway Division by the time the Board's Committee on Finance, Administration and Physical Plant meets on February 24, it would be desirable

NOTED
F. B. KLABO

to process the request through the Committee, but if that is not possible or practical, it could be included in the docket of business for the March Board meeting.

Very truly yours,

J. I. Hunderup
Vice Chancellor

JIH:pdm

cc: Dr. R. E. Lieuallen
Dr. James K. Sours
Mr. Donald E. Lewis
Mr. James L. Henshaw
Mr. Fred Klaboe
Mr. Allen Alsing

#8656

L.

OREGON TRANSPORTATION COMMISSION

OFFICE OF GLENN L. JACKSON • c/o Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
CARL O. FISHER, Vice Chairman
Eugene
ROBERT L. MITCHELL, Secretary
Portland
ROBERT E. VEATCH, Member
Klamath Falls
ANTHONY YTURRI, Member
Ontario

June 3, 1975

Dr. William M. Sammons
935 Siskiyou Boulevard
Ashland, Oregon 97520

Dear Bill:

Sorry for the delay in answering your letter of May 8; however, the pony express that operates between here and Salem isn't very efficient.

I am well aware of the traffic situation at the intersection of Mountain Avenue and Siskiyou Boulevard in Ashland. The trouble is that we have a backlog of hazardous intersections in the state which would require the expenditure of over 1½ million dollars to correct. Due to the lack of funds, it has been necessary to set these up on a priority basis and unfortunately, the intersection referred to is on a low priority basis.

However, I will ask the Department to see if we can find some way of relieving the situation.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

RECEIVED
JUN 4 1975
OFFICE
DIRECTOR of TRANSPORTATION

WILLIAM M. SAMMONS, M.D., P.C.
PHYSICIAN AND SURGEON
935 SISKIYOU BOULEVARD
ASHLAND, OREGON 97520

TELEPHONE 482-2716

NOTED
A. E. JOHNS

May 8, 1975

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File
		X				

Mr. Glenn Jackson, Chairman
Oregon State Highway Department
Salem, Oregon 97310

Dear Glenn:

Monday, the 5th of May, the tranquillity of my office was interrupted by an automobile accident which occurred at the intersection of Mountain Ave. and Siskiyou Blvd. in Ashland. Were this just an occasional episode I would not be writing this letter to you. However, this happens with extraordinary regularity. I have previously called our city manager and directed letters to the traffic committee of the city council regarding what I consider to be an extreme health hazard and have been told that the state highway department (since this is a state and federal highway) does not consider the traffic count sufficient to warrant a controlling traffic light.

I would like to make several points to you, the first of which is that I feel that most of the engineers who are responsible for the designing of traffic control must be totally drunk most of the time as is obvious in the north Medford interchange with which you are probably most familiar. I might point out that the intersection in question is the major point of egress and ingress to Southern Oregon College parking facilities and also to the Ashland Senior High School, both being one block away from the intersection. Secondly, I might point out that one block away to the north is a traffic light which controls cross traffic to the extent that pressure plates must be used to indicate when there is sufficient cross traffic to cross Siskiyou Blvd. to change the light. And three blocks to the south there are two sets of lights each within 50 yards of each other, one of which controls a single entry to Siskiyou Blvd. I again question the sobriety of your engineers.

RECEIVED
MAY 1[illegible] 1975

I have been told by Mr. Almquist that the State Board of Education has petitioned the Highway Department for the installation of a light at this intersection and that it has been given an extremely low priority. I would hope that it will not require a fatality of one of our high school or college students to persuade whomever needs the persuasion to do something towards the promotion of an orderly flow of traffic across this highly congested intersection.

Thank you very much,

W M Sammons

William M. Sammons, M.D.

WMS/mmd

RECEIVED
MAY 12 1975
OFFICE
DIRECTOR of TRANSPORTATION

8657 Redwood Hwy. @ Fairgrounds 1977
Rd. (Grants Pass) Sec.
(Traffic signal installation)

C&A 6222 9-19-77

#8657

STATE COPY

★ GOVERNMENT PRINTING OFFICE: 1974—732-826

2

1-10-80

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 1-10-80	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. TQF-17(3)
COMPLETION DATE 8-28-78	ACCEPTANCE DATE BY CONTRACT AGENCY 1-24-79	TIME ELAPSED 103 %	CONTRACT TIME 220 CD
APPROVED EXTENSIONS - 0 -	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

REDWOOD HWY. @ FAIRGROUNDS RD.
Traffic Signal

This project provided for signalization at the subject intersection.

The contractor was charged six days of liquidated damages.

RECEIVED.
STATE HWY ENGR
JAN 23 '80
REFER TO
1-23
cy Keasey
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 1-15-80	TITLE Field Operations Engineer	DATE 1-15-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8657

J

January 26, 1979

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

On January 25 we wrote to you concerning release of final payment on Contract No. 8657 awarded to Hamilton Electric, Inc., for traffic signal installation on the Redwood Highway at Fairgrounds Road in Grants Pass, Josephine County.

Final payment on this contract is $2,769.21 and the total contract amount is $54,552.82 including $608.34 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Electric, Inc.
232 W. 5th
P. O. Box 708
Eugene, OR 97401

Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
Alfred Shirley

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

January [illegible] 1979

RDChurch for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: H. S. Coulter
State Highway Engineer

Contract 8657, Work Completed August 28, 1978

Project Redwood Hwy. @ Fairgrounds Rd. (Grants Pass)

Highway Redwood

County Josephine

Type of Work Traffic Signal Install.

Contractor Hamilton Electric, Inc.

Recommended Acceptance Date January 24, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 1-24-79

Letter to surety
1-25-79

657

December 12, 1978

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97401

Gentlemen:

Time Extension Request, Contract No. 8657
Redwood Hwy. @ Fairgrounds Rd. (Grants Pass)
Josephine County, FAP No. TQF-17(3)

Your request for an increase in calendar days in which to complete this project has been given careful review.

A one calendar day extension is hereby granted for extra work to install tether wire for programmed signal heads. Consideration was given to work covered under Price Agreement No. 1, but was not considered grounds for an extension of time. This will leave five days liquidated damages in effect on the contract.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr ia

bc FHWA
C. T. Keasey
Alfred Shirley, Jr.
Keith Martin
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8657

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 8, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Redwood Hwy. @ Fairgrounds Rd.
(Grants Pass)
Josephine County
Contract No. 8657

Hamilton Electric, Inc., contractor on the subject project, has requested a six calendar day increase in which to complete this contract. The additional time to perform work under Price Agreement No. 1 and Extra Work Order No. 1 is the basis for their request. Pertinent dates are:

Time Count Began	1- 4-78
Time Expired	8-23-78
Work Completed	8-29-78
Overrun Time	6 days

Price Agreement No. 1 added two additional "Signal Ahead" signs with riders and one new post. The signs were installed in the early stages of the project. This work was not critical to the performance of other contract work, nor did it delay or disrupt other contract work. Price Agreement No. 1 also changed the type of pedestrian signal mounting on one pole. The change was initiated early in the project before any work had begun. There was no delay to the contractor because of this revision. No time is recommended for work under P.A. 1.

Extra Work Order No. 1 provided for labor and materials to install tether wire for programmed signal heads. Left turn signal heads were changed to programmed heads after work had begun. The programmed heads were furnished by the State to help eliminate any delays resulting from this work. On a span wire installation, the tether wire is necessary to stabilize the programmed heads. An additional day was required to install the wire and program the heads. This time should be returned to the contractor.

The contractor had other ongoing projects at this time. He moved off the project on two occasions for an extended period. It would appear that the contractor's workload kept him from completing the project within the specified time.

It is recommended the contractor be granted one day for extra work added to the project. This will leave five days liquidated damages charged to the contractor.

FHWA approval will not be required. A rough draft letter to the contractor is attached.

OBJ:DA:fr
Att.
cc: Alfred Shirley
Keith Martin

RECEIVED
STATE HWY ENGR
DEC 11 '78
REFER TO
FOR
File
Act
Sign
D/R
R/D
Invest
Info

E-320 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 26, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 226 days, within which to complete our Contract No. 8657, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We request that the 6 day time increase be allowed on this contract. The reason for the increased time that was required was to complete the work as outlined on Oregon State Highway Dept. Extra Work Order #1 (copy of work order and cover letter enclosed) and the work as outlined in Price Agreement #1 (copy enclosed). The changes required additional work beyond that originally projected in our labor estimate and therefore ran past the normal completion time on the contract.

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By

CONSENT OF SURETY

Date November 9, 1978

We, GREAT AMERICAN INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Genevieve A. Bernhardt
Attorney-in-fact
Genevieve A. Bernhardt

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8657 Contractor Hamilton Electric, Inc.

Highway Redwood

Section Redwood Highway @ Fairgrounds Road (Grants Pass)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

One calendar day is hereby granted for extra work to install tether wire for programmed signal heads.

Recommended for Approval:

Regional Engineer

O. B. [illegible]
For Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No.	
Project designation (State-Federal)	
Date awarded	
Work started	
Per cent completed (Date)	
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*67465-734

GREAT AMERICAN INSURANCE COMPANY

The number of persons authorized by this power of attorney is not more than TWO

No. O 11400

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the GREAT AMERICAN INSURANCE COMPANY, a corporation organized and existing under and by virtue of the laws of the State of Ohio, does hereby nominate, constitute and appoint the person or persons named below its true and lawful attorney-in-fact or attorneys-in-fact, for it and in its name, place and stead to execute in behalf of the said Company, as surety, any and all bonds, undertakings and contracts of suretyship: provided that the liability of the said Company on any such bond, undertaking or contract of suretyship executed under this authority shall not exceed the limit stated below.

Name	Address	Limit of Power
BETTY JEAN LARSEN	BOTH OF	BOTH
GENEVIEVE A. BERNHARDT	EUGENE, OREGON	$500,000.

This Power of Attorney revokes all previous powers issued in behalf of the attorney(s)-in-fact named above.

IN WITNESS WHEREOF the GREAT AMERICAN INSURANCE COMPANY has caused these presents to be signed and attested by its appropriate officers and its corporate seal hereunto affixed this 21st day of June 19 78

Attest:

GREAT AMERICAN INSURANCE COMPANY

STATE OF OHIO, COUNTY OF HAMILTON – ss:

On this 21st day of June 1978, before me personally appeared ROBERT M. SCHUDER, to me known, being duly sworn, deposes and says that he resided in Cincinnati, Ohio, that he is the Vice President of the Great American Insurance Company, the Company described in and which executed the above instrument; that he knows the seal of the said Company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by authority of his office under the By-Laws of said Company, and that he signed his name thereto by like authority.

This Power of Attorney is granted under and by authority of Article V of the By-Laws of the Company, extracts of which read as follows:

ARTICLE V.

Officers: Powers and Duties.

Section 4. . . . The President. . . shall also have power and authority, from time to time, to appoint and fix the compensation of one or more attorneys-in-fact, to prescribe their respective duties and the respective limits of their authority and to revoke any such appointment, at any time, in his discretion.

Section 5. . . . the several Vice Presidents. . . shall act, in the order of their appointment, in the place of the President exercising all his powers and performing his duties, during his absence or disability.

This Power of Attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of the Great American Insurance Company at the organization meeting duly called and held on the 1st day of October, 1976.

RESOLVED, that the Company seal and the signature of any officer authorized by the By-Laws may be affixed by facsimile to any power of attorney and revocation of any power of attorney or certificate of either given for the execution of any bond, undertaking, contract of suretyship, or other written obligation in the nature thereof, such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

CERTIFICATION

I, W. R. BILY, Secretary of the Great American Insurance Company, do hereby certify that the foregoing Power of Attorney, the above quoted abstracts of Sections 4 and 5 of Article V of the By-Laws, and the Resolution of the Board of Directors of October 1, 1976 have not been revoked and are now in full force and effect.

Signed and sealed this 9th day of Nov. 1978

S-1029E — 10-76 Printed in U.S.A.

9657

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-17 (3)

STATE PROJECT NO. See below

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80021

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Assistant Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED 11-22-77

DATE AUTHORIZATION EFFECTIVE 10-24-78

FEDERAL ROUTE NUMBER Primary 17

STATE ROUTE NUMBER Primary 35

GENERAL LOCATION:

Redwood Highway at Fairgrounds Road (Grants Pass)

GENERAL DESCRIPTION OF WORK:

Relocate control switch, replace lock in median cabinet and stabilization of program heads

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-24-78, as requested in Mr. Keasey's letter of 11-20-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for TEC NTE $555. Federal Funds $476.

Swan
12-9

DATE 12-8-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administration

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#2657 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 10-18-78

LETTER OF APPROVAL D/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-17(3)

ST ROJECT NO. See below

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80021

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-22-77	9-27-78	Primary 17	Primary 35

GENERAL LOCATION:

Redwood Highway at Fairgrounds Rd. (Grants Pass)

GENERAL DESCRIPTION OF WORK:

Move sign and install on traffic signal pole #6.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~[illegible]~~ ~~PRICE AND~~ OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 9-27-78, as requested in Mr. Keasey's letter of 10-10-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for TEC NTE #150 - Federal Funds $129.

11-26

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-18-78	G K Hassner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8657

J

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: REDWOOD HIGHWAY @ FAIRGROUNDS

WEEK ENDING: September 30, 1978

SECTION PREFIX: 17-1091

HIGHWAY: Redwood

COUNTY: Josephine

AME OF JOB: Redwood Highway @ Fairgrounds Road

KIND OF WORK: Signalization

CONTRACTOR: Hamilton Electric, Inc.

CONTRACT NUMBER: 8657

FEDERAL AID PROJECT NUMBER: TQF 17 (3)

ATE OF CONTRACT: 19 December 1977

DATE WORK STARTED: 22 May 1978

ESTIMATED COMPLETION DATE: August 29 1978

VERAGE FORCE ON PROJECT FOR THE WEEK:

EN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 220

CALENDAR DAYS USED: 226

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 103

ROJECT AUTHORIZATION: $ 65,154.16

XCLUSIVE OF ENGINEERING: $ 59,463.84

ENGINEERING AUTHORIZATION: $ 5,690.32

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

STIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF NGINEERING: $ 59,463.84

ENGINEERING COST TO DATE: $ 4,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

STIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 70 %

DATE PROJECT WAS COMPLETED: 29 August 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

LEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
ILES IN PROJECT					
ILES PARTIALLY COMPLETED					
ILES COMPLETED					
OTAL ESTIMATED QUANTITIES (CONTRACT)					
OTAL QUANTITIES CORRECTED TO DATE					
STIMATED QUANTITIES MOVED OR PLACED TO DATE					
VERAGE DAILY QUANTITIES					
VERAGE DAILY QUANTITIES NECESSARY TO OMPLETE PROJECT ON TIME					
UMBER OF SHIFTS PER DAY					
OURS PER SHIFT					

QUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Clear Warm	0		Second Notification Submitted
MONDAY 25	Clear Mild	0		" " "
TUESDAY 26	Clear Warm	0		" " "
WEDNESDAY 27	Ptly Cldy Warm	0		" " "
THURSDAY 28	Clear Warm	0		" " "
FRIDAY 29	Clear Warm	0		" " "
ATURDAY 30	--------	0		" " "

RECEIVED
OCT 1 1978
CONSTRUCTION BRANCH
Kensey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	NO ACTIVITY ALL WEEK
25 MONDAY	
26 TUESDAY	
27 WEDNESDAY	
28 THURSDAY	
29 FRIDAY	
30 SATURDAY	

REMARKS

STATUS: Complete pendingsubmittal of semi fianlestimate.

SIGNED Keith
KEITH L. MARTIN
LOCATION GRANTS PASS

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8657

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3 - 1a - [illegible]

FEDERAL AID PROJECT NO.
QF 17(3)

STATE PROJECT NO.
See Below

COUNTY NAME
Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. GREEN, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80021

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED 11-22-77	DATE AUTHORIZATION EFFECTIVE 1-13-78	FEDERAL ROUTE NUMBER Primary 17 STATE ROUTE NUMBER Primary 35

GENERAL LOCATION:

Redwood Hwy at Fairgrounds Rd (Grants Pass)

GENERAL DESCRIPTION OF WORK:

Extend 18" concrete culvert pipe and place embankment at location of Pole #5

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ ~~PRICE AND/O~~R FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 1-13-78, as requested in Mr. Keasey's letter of 3-1-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No 1 is approved for TEC NTE $1,000, Federal funds $850.

Swan
3-17

NOTED
F. B. KLABOE

DATE 3-14-78	SIGNATURE OF APPROVING OFFICIAL W. V. Cusick	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8657

STATE COPY 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACT. NO. 2-30	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-30-78	Oregon County Josephine Project No. TQF-17(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Redwood Hwy. at Fairgrounds Road (Grants Pass)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	10-27-77	0.00
CONSTRUCTION	11-22-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 65,253.00	$ 55,987.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Technical Services Engineer
(Title)

By H S Coulter
State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

D

file

Oregon State Highway Division
Salem, Oregon, January 12, 1978

Federal Aid Project
No. TQF-17(3)

Redwood Hwy. at Fairgrounds Road (Grants Pass)
Redwood Highway
Josephine County

Project agreement estimate.

Type Code R/W

Right of Way	All Required		$ 1,800.00
	Subtotal		$ 1,800.00
	Acquisition Expense		200.00
	Total		$ 2,000.00

Type Code Y031
Traffic Signal (Redwood Hwy. at Fairgrounds Rd.)

Temporary Protection and Direction of Traffic	All Required		$ 632.00
Temporary Signs	140 Sq.Ft.	3.83	536.20
Flagmen	40 Hour	26.00	1,040.00
Traffic Signal Installation, Complete	All Required		52,295.00
			$54,503.20

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required		$ 500.00
	Subtotal		$55,003.20
	Engineering		7,649.80
	Engineering (Signal Controller Testing)		600.00
	Total		$63,253.00

Length of Project . . . . 0.00 Mile

Work Retained in Program Status
(Not included in amounts below)

Permanent Signing	All Required	$ 300.00
Roadwork (S.F.)	All Required	1,000.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds
Right of Way	$ 2,000.00	$ 1,716.00	$ 284.00
Signals	63,253.00	54,271.00	9,266.00
Total	$65,253.00	$55,987.00	$9,266.00

Group 1	100%
Contract No.	8657
Prefix No.	17-1091
Prefix No.	17-2514

8657 11-22-77 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-17(3)
STATE PROJECT NO. See Below
COUNTY NAME Josephine
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. 80021

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
11-22-77	11-22-77	Primary 17 Primary 35

GENERAL LOCATION:
"Redwood Highway at Fairgrounds Road (Grants Pass)

GENERAL DESCRIPTION OF WORK:
Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) : Permanent Pavement Striping (SF) $500

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 11-18-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimate cost of $57,362, Federal Funds $49,216

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

[illegible]
12-16

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-22-77	G. K. Hosner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8657 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

10-27-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
TQ[illegible]7(3)

STATE PROJECT NO.
See Below

COUNTY NAME
Josephine

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80021

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
10-27-77

FEDERAL ROUTE NUMBER
Primary 17

STATE ROUTE NUMBER
Primary 25

GENERAL LOCATION:
"Redwood Highway at Fairgrounds Road Section (Grants Pass)

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-19-77 letter, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

Also, as requested, you are authorized to proceed with all phases of right of way acquisition for File #49897 at TEC NTE $4,000 - Federal Funds $3,342.

Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE

DATE
10-27-77

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8657 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 11, 1977
Salem, OR 97310

FILE:

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Statewide Assessment
Redwood Highway @ Fairgrounds Rd.
Josephine County

TO: D. H. Moehring
Program Management Engineer

A signal has been proposed for the intersection of the Redwood Highway and Fairgrounds Road, just west of Grants Pass. Here, at M.P. 0.79, a two phase traffic actuated signal is anticipated at an estimated cost of $30,000 on Transition Quarter Funding. The signal meets warrant 3: Interruption of Continuous Traffic, giving it a weighted value of 10 on the Statewide Traffic Signal Priority List.

The Redwood Highway through this section is a divided 4-lane highway with left-turn refuges. There is also sufficient room in the paved median at the intersection to permit storage of at least one vehicle crossing over in each direction. The south side of the highway also has a deceleration lane for eastbound traffic exiting onto Fairgrounds Rd./Union Avenue. Except at crossroads, the median in this section is an open grassy strip occupied by utility poles. ADT is 17,800.

Fairgrounds Road serves as a connector to Union Avenue to the south and as the entrance to the Josephine County Fairgrounds to the north. It is two lanes in width.

Land use in the project vicinity is commercial to the south, where a filling station and a used car lot occupy two quadrants of the intersection. To the north the fairgrounds abut the highway for a distance well beyond the project limits in both directions. A permanent easement of 1900 square feet at an estimated value of $1.50/square foot will be required from the fairgrounds (from the paved entrance, between concrete planters) to accommodate a pole, mast arm and conduit. No land use changes and very little impact should result from this legal land transfer.

The only problem associated with the project is the proposed crosswalk. The total distance across the Redwood Highway is 180 feet--too far to cross without unreasonable delay to traffic. Consequently it is proposed that pedestrians be taken to the median during one walk cycle and then held there until the next cycle, when the will be able to complete the crossing. This situation may pose some difficulty to the fairly persistent equestrian/horse traffic seeking to cross the highway at this point, but a better solution is not apparent. It should be remembered that pedestrian traffic now crosses the highway with no protection.

RECEIVED
TECHNICAL SERVICES
OCT 12 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

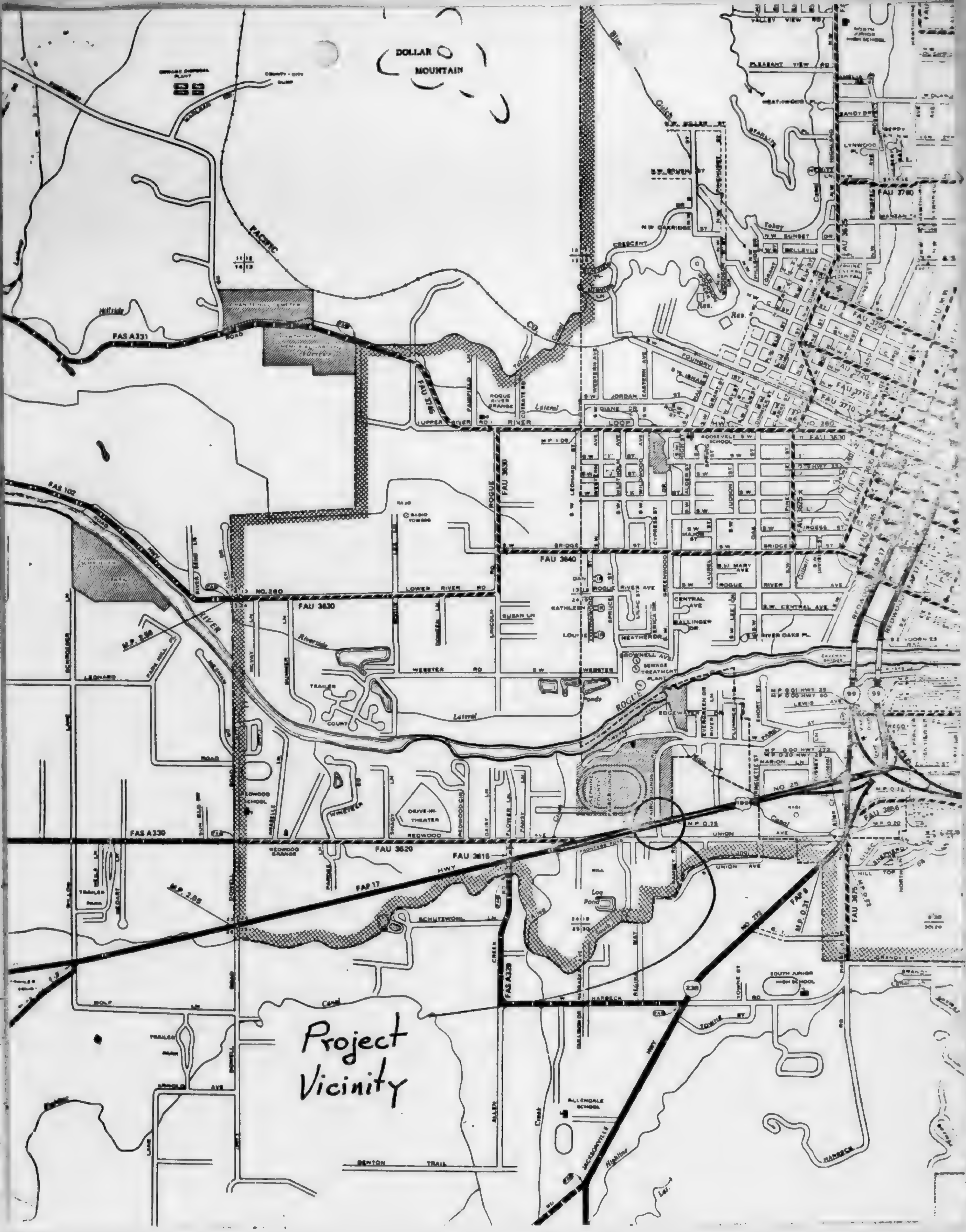
This project has been assessed and evaluated for its potential impact on the quality of the human environment. Though one parcel of right-of-way (permanent easement) will be required, no significant impacts will result from its acquisition. This project is of a type for which the Statewide Assessment on Safety Projects is applicable. The statewide assessment classifies this project as Non-Major.

The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

GAP:ss

Attachment

cc: E. S. Hunter✓
Alfred Shirley, Jr. w/attach
Eb Engelmann w/attach
Don Trout w/attach



Project Vicinity

8657

8

September 19, 1977

Board of County Commissioners
Josephine County
Courthouse
Grants Pass, OR 97526

MISC. CONTRACTS and
AGREEMENTS No. 6222

Attention: Maxine Foster
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Redwood Highway at Fairgrounds Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att. conf.)

8658 Goshen-Divide Hwy. @ 6th St. 1977
(Cottage Grove) Sec.
(Traffic signal installation)

C+A 6305 11-29-77

#9658 3-3-80 7

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-626

CC: OSHD (H S Cou er)

U.S. D RTMENT OF TRANSPORTATION
FED AL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 3-3-80	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. TQF-60(1)
COMPLETION DATE 10-17-78	ACCEPTANCE DATE BY CONTRACT AGENCY 7-11-79	TIME ELAPSED 104 %	CONTRACT TIME 200 days
APPROVED EXTENSIONS -0-	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GOSHEN/DIVIDE HWY @ 6th ST (COTTAGE GROVE)
GOSHEN-DIVIDE HWY
Signal Installation

Project Description

The project provided for signalization of the subject interchange.

Findings:

The contract allowed 200 calendar days. The contractor used 209 days. Nine days liquidated damages were charged at $50/day.

RECEIVED
STATE HWY ENGR
MAR 7'80
REFER TO
Kearcey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

3/7 cj

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 3-4-80	TITLE Field Operations Engr	DATE 3-4-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8658

July 12, 1979

American Fidelity Fire Insurance Co.
c/o Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Gentlemen:

Contract No. 8658 awarded to Hansen Electric Co. for traffic signal installation on the Goshen-Divide Highway at 6th Street in Cottage Grove, Lane County, was completed on October 17, 1978, and accepted by the State Highway Engineer on July 11, 1979.

Final payment in the amount of $2,586.91 will be released to the contractor after July 17, 1979. The total contract amount is $49,429.70 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Hansen Electric Co.
1127 S. Broadway
Coos Bay, OR 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8658

8

REPORT NO. 40

JRM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION GOSHEN-DIVIDE HWY AT 6TH ST(COTTAGE GROVE)	WEEK ENDING 9 JUNE 1979
		SECTION PREFIX 120-1005
	HIGHWAY GOSHEN-DIVIDE	COUNTY LANE
NAME OF JOB GOSHEN-DIVIDE HWY @ 6TH ST(C.G.)	KIND OF WORK TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR HANSEN ELECTRIC CO.	CONTRACT NUMBER 8658	FEDERAL AID PROJECT NUMBER TOF-60(1)
DATE OF CONTRACT DECEMBER 19,1977	DATE WORK STARTED 6 SEPTEMBER 1978	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 200	WORK DAYS USED CALENDAR DAYS USED 209
PROJECT AUTHORIZATION: $ 58612.55	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 104.5%
EXCLUSIVE OF ENGINEERING: $ 53493.55	ENGINEERING AUTHORIZATION $ 5119.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 101.2%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 55718.21	ENGINEERING COST TO DATE $ 4435.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 105.4%
Estimate includes Liquidated Damages ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 4.2 %	THIS WEEK 0.0 PERCENT OF AUTHORIZATION 86.6 %	DATE PROJECT WAS COMPLETED: OCTOBER 17,1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE~~ NO.	TRAFFIC						
XXXXXXXX PERCENT	SIGNAL ~~100.%~~						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	PARTLY CLOUDY	0		
TUESDAY	MOSTLY CLOUDY	0		
WEDNESDAY	PARTLY CLOUDY	0		
THURSDAY	CLEAR	0		
FRIDAY	CLEAR	0		
SATURDAY		0		

K

RECEIVED
J[illegible] 1979
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

READY

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Goshen/Divide Hwy at 6th Street(Cottage Grove)-for week of June 3 thru 9, 1979.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No activity.

Next week: Semi-final submitted 6-11-79. FINAL REPORT.

NOTE: Semi-final data complete except for certified payrolls from Benge Paving,Inc. and Request for Extension of Time from contractor. Will submit 3rd notification when payrolls and Request for Extension of Time received.

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F218

8658-

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-29	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-30-78	Oregon County Lane Project No. TQF-60(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Goshen/Divide Hwy. at 6th St. (Cottage Grove)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-22-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 58,178.00	$ 49,916.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By __________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By __________
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator __________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, January 12, 1978

Federal Aid Project
No. TQF-60(1)

Goshen-Divide Hwy. at 6th St. (Cottage Grove)
Goshen-Divide Highway
Lane County

Project agreement estimate.

Type Code Y031
Traffic Signal (Sta. 782+00 to Sta. 786+00)

Mobilization	All Required		$ 300.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	200 Sq.Ft.	3.00	600.00
Flagmen	80 Hour	17.00	1,360.00
Removal of Structures and Obstructions	All Required		4,900.00
Class "B" or Class "C" Asphalt Concrete	14 Ton	50.00	700.00
Curbs, Islands, Walks and Ramps	24 Cu.Yd.	150.00	3,600.00
Traffic Signal Installation, Complete	All Required		37,530.00
			$49,990.00

Anticipated Items

Permanent Signing (S.F.)	All Required	$ 100.00
Permanent Pavement Striping (S.F.)	All Required	500.00
		$ 600.00

Subtotal	$50,590.00
Engineering	6,988.00
Engineering (Signal Controller Testing)	600.00
Total	$58,178.00

Length of Project . . . . 0.00 Mile

Federal Funds (85.8%)	$49,916.00
State Funds	8,262.00
Total	$58,178.00

Group 1	100%
Contract No.	8658
Prefix No.	120-1005

8658

8

November 29, 1977

City of Cottage Grove
City Hall
Cottage Grove, OR 97424

Attention: Lois G. Howes
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6305

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Goshen-Divide Highway at Sixth and Madison Streets in Lane County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conformed agreement attached)

8658 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-22-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-60(1)
STATE PROJECT NO. See Below
COUNTY NAME Lane
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.
ITEM NO. 80037

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 11-22-77
DATE AUTHORIZATION EFFECTIVE 11-22-77
FEDERAL ROUTE NUMBER Primary 60
STATE ROUTE NUMBER Secondary 226

GENERAL LOCATION:
"Goshen-Divide Highway at 6th Street (Cottage Grove) Section"

GENERAL DESCRIPTION OF WORK:
Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) : Permanent Signing (SF) $100
Permanent Pavement Striping (SF) $500.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ XX OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of 10-31-77, I concur that the subject project is a non major action as set forth in FHPM 7-7-2 para 10e.

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 11-18-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $57, 103, Federal Funds $48,994.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE
Swan
12 6

DATE 11-22-77
SIGNATURE OF APPROVING OFFICIAL G. K. H
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

· 8658 .226

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11/16/77
Donald L Brant

12-14-77 Bid Letting ______________ All Clear Deadline

SECTION GOSHEN-DIVIDE HWY. @ S. 6th ST. (COTTAGE GROVE)
Highway Goshen-Divide
County Lane Region 3
Type of Work Signal Funds Trans
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒				Statewide - No special problems
Write-off Letter	☒					

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☒					
Cultural Salvage	☒					

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study		☒			☒	

8658.

Moehring

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE XXXXXX

October 5, 1977

Mr. Phillip Kushlan
City Manager
City of Cottage Grove
500 Main St.
Cottage Grove, OR 97424

Dear Mr. Kushlan:

Attached are three bound copies of Agreement No. 6305 pertaining to the proposed signalization project on the Goshen-Divide Highway (ORE99) at 6th Street and Madison Avenue in Cottage Grove.

You will note that the only financial involvement on the part of the City is in the the future power consumption. Please review this agreement and if found satisfactory arrange for a City Council Resolution authorizing the Mayor and Recorder to sign the document.

Return all three copies along with a copy of the Council Action.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
[illegible] CLARK
[illegible]

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
Encl.
cc: D.H. Moehring
L.E. George
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
OCT 10 1977
Bp A
TM
File: PM FA LG OP
TAA Holmes

8658

8658 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
September 12, 1977
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
Goshen-Divide Hwy. @ Sixth & Madison Streets (Cottage Grove)
Lane County

NOTED
E. S. HUNTER

A signal has been proposed for the intersection of the Goshen-Divide Highway with Sixth and Madison Streets in Cottage Grove. This is a complex intersection defying a simple word description (see attached map).

Goshen-Divide Highway has 4 travel lanes, no parking, and raised median and right-turn islands. Madison has 2 lanes with parking on the north side, west of the intersection. Sixth has 2 lanes with parking on the west side, north of the intersection. The southeast part of Monroe, which also figures into the intersection, has one generalized lane over the railroad tracks and then two lanes beyond. The railroad closely parallels the highway to the south and east.

ADT at this location is 8,000 on the through street, but with significant and sometimes confusing cross-traffic. The proposed signal would meet warrant 2: Minimum Vehicular Volume, giving it a weighted value of 25 on the Statewide Traffic Signal Priority List. A 3 phase traffic actuated signal is proposed at an estimated cost of $45,000 with combined State-City funding.

The project will also require some changes in traffic control islands, signing and striping.

Surrounding land use is roadside commercial with 4 filling stations, a realty office, a burger stand and a miscellaneous office building. Two residences are clustered around the intersection of Sixth and Madison.

This project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and that this project is of a type for which the Statewide Assessment on Safety Projects is applicable. The statewide assessment classifies this project as Non-Major.

The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

GAP:cjh
Attachment
cc: E. S. Hunter
Eb Engelmann w/attach
Alfred Shirley w/attach

RECEIVED
TECHNICAL SERVICES
SEP 13 '77
REFER TO
FOR
File
Act
Sign
D/R
N/D
Inves
Info

8658

8

Alfred Shirley, Jr.
Region III Engineer

July 21, 1977

E. S. Hunter
Technical Services Engineer

Traffic Signal Projects

Based on discussions between your office and L. E. George, the intersection of Tenth Street at US101 in Bandon is to be removed from the accelerated signal program.

The intersection of Sixth and Madison Streets with the Goshen-Divide Highway in Cottage Grove is to be substituted in its place. This intersection has a higher priority and should be signalized first.

cc F. B. Klaboe
H. S. Coulter
J. H. Versteeg
R. L. Schroeder
L. E. George
Gary Potter
D. H. Moehring
Ben Gifford
Robert Judson
M. C. Holmes

LEG:ds ja

8659 Oreg. Coast Hwy. @ Clear 197
Lake Rd. Sec. south of Florence
(Grading & paving)

8659

September 20, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $100.20 will be made to Johnson Rock Products, Inc. on Contract No. 8659 for work on the Oregon Coast Highway at Clear Lake Road in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $87,145.19 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Johnson Rock Products, Inc.
Box 548
North Bend, OR 97420

bc: C. T. Keasey
Walt Hart
A. Shirley

8659

8

August 23, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On August 22, 1978, we wrote to you concerning release of final payment on Contract No. 8659 awarded to Johnson Rock Products, Inc., for work on the Oregon Coast Highway at Clear Lake Road in Lane County.

Final payment on this contract is $4,352.96 and the total contract amount is $87,044.99. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Johnson Rock Products, Inc.
Box 548
North Bend, OR 97420

bc C. T. Keasey
Walt Hart
Alfred Shirley

8659

8

REPORT NO. 17

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: OREGON COAST HIGHWAY CLEAR LAKE ROAD

WEEK ENDING: 22 JULY 1978

SECTION PREFIX: 20-0511

HIGHWAY: OREGON COAST

COUNTY: LANE

NAME OF JOB: OREG.COAST HWY @ CLEAR LK. RD.

KIND OF WORK: GRADING AND PAVING

CONTRACTOR: JOHNSON ROCK PRODUCTS,INC

CONTRACT NUMBER: 8659

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: DECEMBER 19, 1977

DATE WORK STARTED: 30 MARCH 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 125 CWD

CALENDAR DAYS USED 125

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 100.0%

PROJECT AUTHORIZATION: $ 81525.72

EXCLUSIVE OF ENGINEERING: $ 74405.57

ENGINEERING AUTHORIZATION $ 7120.15

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 89161.87

ENGINEERING COST TO DATE $ 7978.00

THIS WEEK 0.0

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 119.8%

ESTIMATED PERCENT: OVERRUN -19.8%

PERCENT OF AUTHORIZATION 112.0 %

DATE PROJECT WAS COMPLETED: 7 JULY 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100.%	100.%	100.%	100.%	100.%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.28	0.28			0.28
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	710.0 CY	1230.0 TON			1670.0 TON
TOTAL QUANTITIES CORRECTED TO DATE	710.0 CY	1565.3 TON			2078.1 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	710.0 CY	1565.3 TON			2078.1 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	CLEAR	0		
TUESDAY	CLEAR	0		
WEDNESDAY	CLEAR	0		
THURSDAY	CLEAR	0		
FRIDAY	CLEAR	0		
SATURDAY		0		

READY

RECEIVED
JUL 24 1978
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Oregon Coast Hwy. @ Clear Lake Road - for week of July 16 - 22, 1978.
MONDAY	No activity. Project work complete.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This Week: No activity. Project work complete.

Next Week: No activity.

NOTE: Project work complete 7-7-78. Semi-final estimate to be submitted by 8-7-78.

SIGNED Ellis H Jones LOCATION Eugne

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8659

8

Agenda
July 19, 1978
[illegible]-1

DATE: June 28, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Oregon Coast Highway at Clear Lake Road
Contract No. 8659

The above grading and paving project is practically complete and an overrun of $15,245.91, or 18.7 percent is anticipated.

Major items contributing to the overrun were flagging, aggregate base, asphaltic concrete pavement, culvert pipe and drainage facilities.

The flagging item overrun of $3,665 was necessary to regulate traffic at the time the work was performed. The aggregate base and asphaltic concrete pavement overrun of $10,833 was necessary in order to complete the connection to Clear Lake Road. These quantities were inadvertently omitted from the contract plans. The culvert pipe overrun of $1,215 was necessary to provide adequate clearance and protection to embankment slopes. Drainage facilities consisting of drain curbs and roadside ditch work amounted to $3,765 and were added to the project to provide more positive slope erosion control when winter rains demonstrated that the planned seeding and mulching erosion control would be inadequate. The seeding and mulching was eliminated from the contract.

This is a State Bond (Lane County) project and Lane County has a current unallocated bond fund balance of $234,000.

Your approval of an increase in project authorization of $15,245.91 to a new total authorization of $96,771.63 is requested. This item will be on the consent calendar for your July meeting.

OBJ:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
George Bell

8659 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 26, 1978

FILE: CON 5 #8659

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Oregon Coast Highway at Clear Lake Road
Contract No. 8659

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUN 27 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

The subject grading and paving project is 97 percent complete (as of June 17, 1978) and an overrun of $15,245.91 or 18.7 percent is anticipated.

The major items contributing to the overrun are:

Item	Overrun Amount	Overrun %
Flagmen	$3,665	183%
Aggregate Base	2,917	27%
Class "B" A.C.	7,916	24%
12" Culvert Pipe	1,215	275%
Construct Curbs & Ditches	3,765	Price Agreement

The "flagmen" overrun is due to the contractor having to schedule his operations as weather permitted and the results forced contract work to be done during peak traffic times which required additional flagging to regulate traffic.

Additional aggregate base and asphaltic concrete material was required to complete the project as planned and to complete the Clear Lake Road connection. Quantities to complete the Clear Lake Road connection were inadvertently omitted from the plans.

Additional culvert pipe was required to give adequate clearance and protection to embankment slopes.

A price agreement was negotiated to provide drainage curbs and ditches. This was necessary in order to provide a positive means of slope erosion control and became apparent after heavy rains last winter. The original item of "seeding & mulching" was eliminated in favor of the more positive erosion control provided by the drain curbs and ditches.

This is a State Bond (Lane County) project and Lane County has a current unallocated bond fund balance of $234,000.

Your approval of an increase in Project Authorization of $15,245.91 to a new total authorization of $96,771.63 is requested.

A rough draft letter to the Transportation Commission is attached.

OBJ:fr
Att.
cc: Robert Church
James J. Gix
Ellis Jones

8659

Yellow 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

December 15, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Oregon Coast Hwy. @ Clear Lake Rd.
Oregon Coast Highway
Lane County

TO: Ellis Jones
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9122	00	Mainline, Centerline	Profile Grade
	01	Mainline, Centerline	Subgrade

CB:ab
Attachment
cc: Carl Barner

8657

9

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11/16/77
Donald L [illegible]

12-14-77 Bid Letting ____________ All Clear Deadline

SECTION ORE. COAST HWY. @ CLEAR LAKE ROAD
Highway Oregon Coast
County Lane Region 3
Type of Work Lt. Turns Funds state
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	N/A State Funds
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☒	☐	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

8659 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
February 2, 1977

FILE: LOC 17

FROM: JAMES J. GIX
Regional Construction Engineer

TO: F. E. Terpin
Location Engineer

SUBJECT: Oregon Coast Hwy. @ Clear Lake Rd. Section
Oregon Coast Highway
Lane County
20-1315

Enclosed is the following listed location support data for the Clear Lake Road-Westlake Road Section:

- 1 Pad Correspondence
- 1 Pad Quantity and Cost Summary separating the Clear Lake and Westlake Refuges
- SCOTT – 2 Rolls Detail Maps
- 3 Rolls Cross-Sections and Profiles
- 1 Roll Revised Clear Lake Rd. Profile
- 1 Book Field Notes
- 1 Pad Containing:
  - Locating Engineer's Statement
  - Title VI Compliance
  - SCOTT – Ownership Maps
  - Narrative Report
  - Quantity and Cost Summary
  - Typical Section
  - Other Misc. Support Data

TO CHRISTENSEN 4-20-77

The field survey was conducted based on left-turn refuges at both Clear Lake and Westlake Roads, however, the bond appropriation was inadequate for construction of both facilities. The accident experience clearly indicated that Clear Lake Road would be the most worthwhile. This information was routed to Lane C.O.G. and in a letter to Mr. Clark dated January 31, 1977, they recommended the allocated $85,000 be utilized at the Clear Lake Road Intersection.

jwg/cw
Encl.

cc L. W. Rulien
Wm. Anhorn
Ellis Jones

NO BIKE TRAIL

8660 7th Ave. W. @ Monroe St. 1977
(Eugene)
(Traffic signal installation)

C+R 6221 10-13-77

#8660

STATE COPY

☆ GOVERNMENT PRINTING OFFICE: 1974 — 732-628

1-14-80

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 1-14-80	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. TQM-1049(2)
COMPLETION DATE 7-21-78	ACCEPTANCE DATE BY CONTRACT AGENCY 11-14-78	TIME ELAPSED 99 %	CONTRACT TIME 200 CD
APPROVED EXTENSIONS ---	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

7th AVENUE @ MONROE ST. (EUGENE)
PACIFIC HWY. WEST
Traffic Signal

Description

The project provided for a pretimed traffic signal at the subject intersection.

RECEIVED -
STATE HWY ENGR
JAN 23 '80
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-23
cg

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 1-15-80	TITLE Field Operations Engineer	DATE 1-15-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#8660

November 16, 1978

Great American Insurance Company
Pacific N.W. Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

Contract No. 8660 awarded to Hamilton Electric, Inc., for traffic signal installation on 7th Avenue at Monroe Street in Eugene, Lane County, was completed on July 21, 1978, and accepted by the State Highway Engineer on November 14, 1978.

Final payment in the amount of $1,188.95 will be released to the contractor after November 21, 1978. The total contract amount is $23,779.08 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Electric, Inc.
232 W. 5th
P. O. Box 708
Eugene, OR 97440

Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8660

Eugene

7th Avenue West @ Monroe Street (Eugene)
Contract: 8660
Prefix: 20-1006

NARRATIVE REPORT

This project consisted of traffic signal installation at 7th Avenue West at Monroe Street (Eugene) and contract was awarded to Hamilton Electric, Inc. on December 19, 1977 with a limiting completion date of 200 calendar days. The calendar day count started on 4 January 1978 and work started on project 17 April 1978.

Traffic Signal and Sidewalk Ramp

Subcontractor, C-2 Construction, excavated for signal interconnect and after 2" P.V.C. conduit was placed, backfilled the trench. This work was done on April 17th and no further project activity was performed until May 7th, at which time holes were augered for pole bases. Rebar was then installed and concrete was placed for all four pole bases.

Areas for sidewalk ramps were then excavated and concrete placed for the ramps.

Contractor placed signal strain poles on June 8th and no further activity was recorded until June 30th at which time the pedestrian signal heads were installed.

By July 18, the remaining work of traffic signal installation was completed and signals were put in operation on the 20th. Those present at the "turn-on" were the Resident Engineer, Region Traffic Engineer, Salem Signal Engineer,

Versteeg
I Christensen
George
Olson
Terpin
Sullivan Copy
Scott
Savage

RECEIVED
SEP 11 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

City of Eugene representative, manufacturer's representative, and Contractor's representatives. Project work completed on 21 July 1978.

State Force Orders

Two State Force Orders were issued for this project. State Force Order #1 was issued for permanent pavement striping but was not used as City of Eugene installed the striping, per agreement dated May 13, 1969, and completed striping on July 20, 1978.

State Force Order #2 was issued to cover Salem signal controller testing which was completed on 29 June 1978.

Three problems were encountered when the signal was put in operation:

(1) The traffic signal as supplied was not entirely compatable with the rest of the city of Eugene interconnect system.

The present interconnect feeds more than one system at certain times of day, and additional relays were installed to handle the multiple signals

(2) A load switch failed during the first day of operation. This switch was replaced by City of Eugene maintenance personnel on a temporary basis until it was replaced by the factory representative.

(3) Until repaired on August 14th, the controller put out 120 volts on the remote flash input whenever the signal was put on manual flash. This condition would put all the other signals on the system on flash when this signal was put on manual flash.

7th Avenue @ Monroe Street (Eugene)
Contract: 8660
Prefix: 20-1006

	Original Authorization	Semi-Final Estimate	% Over or Under
Contract Bid Items	24,275.00	23,779.08	(-) 2.0%
Anticipated Items	800.00	840.00	+ 5.0%
Contingencies	1,128.38	0	(-)100.0%
Engineering	2,507.50	2,500.00	(-) 0.3%
Total:	28,710.88	27,119.06	(-) 5.5%

Explanation of Overruns and Underruns

Bid Item	Description	Unit	Original Authorization	Used	% Over or Under
1	Temporary Protection & Direction of Traffic	L.S.	100%	100%	0.0
2	Temporary Signs	S.F.	150	66	(-)56.0%
	Less temporary signing required than had been anticipated.				
3	Flagmen	Hrs.	40	6	(-)85.0%
	Less flagmen required than anticipated.				
4	Sidewalk Ramps	Each	4	4	0.0
5	Traffic Signal Installation Complete	L.S.	100%	100%	0.0
SFO #1	Permanent Pavement Striping	$	200.00	0	(-)100%
	Permanent striping done by the City of Eugene				
SFO #2	Signal Controller Testing	$	600.00	600.00	0.0

8660

REPORT NO. 18

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION 7TH AVENUE AT MONROE ST (EUGENE)		WEEK ENDING: 19 AUGUST 1978 SECTION PREFIX 20-1006
HIGHWAY PACIFIC HWY WEST		COUNTY LANE
NAME OF JOB 7TH AVE. @ MONROE ST(EUGENE)	KIND OF WORK TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR HAMILTON ELECTRIC,INC.	CONTRACT NUMBER 8660	FEDERAL AID PROJECT NUMBER TQM-1049(2)
DATE OF CONTRACT DECEMBER 19,1977	DATE WORK STARTED APRIL 17, 1978	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 196
PROJECT AUTHORIZATION: $ 28710.88	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 98.0%
EXCLUSIVE OF ENGINEERING: $ 26203.38	ENGINEERING AUTHORIZATION $ 2507.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.8%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24178.50	ENGINEERING COST TO DATE $ 2306.92 THIS WEEK 0.0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93.0%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.7 %	PERCENT OF AUTHORIZATION 92.0 %	DATE PROJECT WAS COMPLETED: 21 JULY 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

XXXXXXXNO.	TRAFFIC SIGNAL							
PERCENT	100.%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	CLEAR	0		
TUESDAY	SHOWERS	0		
WEDNESDAY	SHOWERS	0		
THURSDAY	PARTLY CLOUDY	0		
FRIDAY	PARTLY CLOUDY	0		
SATURDAY		0		

RECEIVED
AUG 21 1978
CONSTRUCTION
BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL ESCRIPTION OF ACTIVITIES FOR HE WEEK

SUNDAY	7th Avenue @ Monroe St. (Eugene) - for week of August 13 thru 19, 1978.
MONDAY	Additional equipment installed in controller by Gorden Dale, Signal Equipment supplier, in presence of City of Eugene Signal Maintenance Technician and Ben Purkey, OSHD inspector. This completes corrective work on this project.
TUESDAY	No further activity.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This Week: Corrective work completed on Monday, 14 August 1978.

Next Week: No activity.

NOTE: Project work complete as of July 21, 1978.
Semi-final to be submitted by August 21, 1978.

SIGNED LOCATION Eugene
Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8660

STATE COPY 8

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO. 2-27

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

1-30-78

Oregon
County: Lane
Project No.: TQM-1049(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

7th Ave. W. at Monroe St. (Eugene)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-22-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT: $ 28,146.00

FEDERAL FUNDS: $ 24,149.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Technical Services Engineer
(Title)

By H S Coulter
State Highway Engineer
(Title)

By ____________________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator [illegible] 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, NOVEMBER 3, 1977

FEDERAL AID PROJECT
NO. TQM-1049(2)

7th AVENUE WEST at MONROE STREET (EUGENE)
PACIFIC WEST HIGHWAY
LANE COUNTY

Project Agreement Estimate

Type Code Y031
Traffic Signal (7th Avenue at Monroe Street)

Temporary Protection and Direction of Traffic	All Required		$ 323.00
Temporary Signs	150 sq. ft.	3.88	582.00
Flagmen	40 hour	5.00	200.00
Sidewalk Ramps	4 only	298.75	1,195.00
Traffic Signal Installation, Complete	All Required		21,975.00
			$24,275.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 200.00
	Subtotal		$24,475.00
	Engineering		3,071.00
	Signal Controller Testing		600.00
	TOTAL		$28,146.00

Length of Project	0.00 mile
Federal Funds (85.8%)	$24,149.00
State Funds	3,997.00
TOTAL	$28,146.00

Group 1 - 100%
Contract No. 8660
Prefix 20-1006

8660 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 11-22-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

2

FEDERAL AID PROJECT NO
TQM-1049(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem- Oregon

PROGRAM NO.

ITEM NO.
80047

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 11-22-77	DATE AUTHORIZATION EFFECTIVE 11-22-77	FEDERAL ROUTE NUMBER FAU 1049 STATE ROUTE NUMBER Primary I W

GENERAL LOCATION:

"7~~ht~~th Avenue West at Monroe Street (Eugene) Section"

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Permanent Striping (SF) $200
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 11-18-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $32,679 Federal funds $28,038.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

[illegible]
12-16

DATE 11-22-77	SIGNATURE OF APPROVING OFFICIAL G. K. Hoss	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8660

9

October 13, 1977

City of Eugene
City Hall
Eugene, OR 97401

MISC. CONTRACTS and
AGREEMENTS No. 6221

Attention: S. P. Flogstad
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signals on Pacific Highway West (7th Avenue) at Monroe Street in Lane County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8660

1W

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/14/77

Donald L Daust

12-14-77
~~10-20-77~~ Bid Letting ____________ All Clear Deadline

SECTION 7th Ave. W. at Monroe St. (Eugene)
Highway Pacific West
County Lane Region ____
Type of Work Pretime Signal Funds Trans
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	Statewide - No significant problems
Write-off Letter	☒					
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey	☒					
Cultural Salvage	☒					
NOISE:						
Noise Study		☒			☒	

9660

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 30, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
7th Ave. West @ Monroe St.
(Eugene)
Lane County

NOTED
E. S. HUNTER

This proposed signal project is situated in a residential section of Eugene proper. Seventh Avenue, along with Sixth, is part of the OR99 one-way couplet through Eugene between M.P. 121.70 and M.P. 124.10. This is an older residential setting with houses in 3 quadrants and a used car lot in the fourth.

A 2-phase pretimed signal is proposed at an estimated cost of $25,000 on Transition Quarter funding. The signal meets warrant 4 (Combination of Warrants) and has a weighted value of 10 on the Statewide Traffic Signal Priority List.

In the project section West 7th Avenue has 3 lanes, one-way, eastbound, without parking. Monroe Street has 2 lanes with two-way traffic. North of 7th Avenue Monroe has parking on both sides of the street. South of 7th parking is restricted to the east side of the road. Curbs and sidewalks are found on all roadway margins. ADT is approximately 19,000.

Shade trees and utility poles are in close proximity to the roadway edge. Some limbs will have to be cut from the trees and Teleprompter overhead cables will have to be adjusted.

This project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and that this project is of a type for which the Statewide Assessment on Safety Projects is applicable. The statewide assessment classifies this project at non-major.

The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

NOTED
E. H. VERSTEEG

GAP:cjh

Attachment

cc: E. S. Hunter ✓
Alfred Shirley w/attach
Eb Engelmann w/attach
Don Trout w/attach

RECEIVED
TECHNICAL SERVICES
AUG 30 '77
REFER TO

8661 Beverly Beach State Park 1977
approx. 6 mi. north of Newport
(Sanitary sewage system)

8661

OREGON STATE HIGHWAY DIVISION

CERTIFICATION OF FORCE ORDER COMPLETION

11-3-78

PROJECT Beverly Beach State Park

~~HIGHWAY~~ Sanitary Sewer System

COUNTY Lincoln

DESCRIPTION OF WORK Install sewage flow measuring station

STATE/COUNTY/CITY FORCE ORDER NO. 1

CONTRACT NO. 8661

F.A. NO. EDA 07-51-26830

PREFIX 21-8206

DATE WORK STARTED 1 July 78

DATE WORK COMPLETED 1 Sep 78

I hereby certify that all work under the above order was performed as authorized.

Date 3 Nov 78

Signature

Resident Engineer Title

cc: Traffic
Program Management
Contract Payments
Region 2 Engineer

NOTED
RICHARD UNREIN

- 8661

September 26, 1978

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

A post-final payment for $800 will be made to Cordel Corporation on Contract No. 8661 for a sanitary sewage system in Beverly Beach State Park, Lincoln County, as soon as the warrant is prepared.

The total amount paid on this contract will be $131,264.69 including the post-final payment. Of the total $2,756.55 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cordel Corporation
P. O. Box 851
Albany, OR 97321

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8661

September 25, 1978

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On September 13, 1978, we wrote to you concerning release of final payment on Contract No. 8661 awarded to Cordel Corporation for a sanitary sewage system in Beverly Beach State Park in Lincoln County.

Final payment on this contract is $15,941.12 and the total contract amount is $130,464.69 including $2,756.55 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cordel Corporation
P. O. Box 851
Albany, OR 97321

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8661

DATE: September 19, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Beverly Beach State Park
Contract No. 8661

This EDA sanitary sewer project is in the process of being completed and an overrun of $18,936.27, or 13.8 percent, is anticipated.

The location of several buried water and power lines were unknown and could not be located until inadvertently damaged by the contractor. The contractor will be reimbursed for the expense to repair these lines and for additional expense incurred when a buried wood planked road was discovered in the work area. The soil encountered was also different than anticipated by the contract plans and the contractor will be reimbursed for importing suitable backfill material. Reimbursement for these unanticipated expenses will total $8,833.84.

Engineering is expected to exceed that originally estimated by $13,798.39. The sewer line staking was performed prior to the November 1977 bid opening in anticipation of an early contractor move-in. The work had to be redone when the project was downscoped and re-let in December. Efforts to locate buried utility lines also increased the engineering costs as did overtime expense incurred to meet the contractor's schedule.

There are sufficient EDA funds available to cover the eligible increased costs. However, engineering is not eligible for EDA funds.

Your approval is requested for an increase of $18,936.27 to a new total authorization of $156,417.69. This matter will be on the consent calendar for your October meeting.

WR:mk ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Charles Elroy
Robert Church
George Bell

8661 8

September 18, 1978

Cordal Corporation
Post Office Box 851
Albany, OR 97321

Attention: Lauren S. Smith

Gentlemen:

Beverly Beach State Park, Contract 8661

We have carefully reviewed your request for a time extension on the subject project. An eight calendar day time extension is hereby granted.

Delays incurred in obtaining electrical service and by additional work covered by Price Agreement No. 4 were considerations given in granting the additional time.

Sincerely,

H. S. Coulter
State Highway Engineer

WR:mk ia

bc C. T. Kessey
C. O. Fredrickson
Robert Church
Charles Elroy
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

September 15, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Admin. Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Beverly Beach State Park
Lincoln County
Contract No. 8661

Cordel Corporation, contractor on the subject EDA project, has requested an eight-day increase in the number of days in which to complete the contract. The request is based on delays caused by added work and adverse weather conditions.

The contractor was delayed by unanticipated obstructions in the form of a buried planked road and buried utilities not shown on the plans. The project work was delayed two days by the planked road and another three days attempting to locate and repairing buried utility lines. The contractor requested time for delays involving large buried stumps but these obstructions were brought to the contractor's attention prior to the bid letting and therefore should not have been unanticipated.

Additional sewer cleanouts were installed which delayed the project completion by two days.

The project was further delayed by a three day wait for electrical service installed by a utility. This wait delayed testing of electrical motors installed by the contractor.

The delays noted above exceed the eight days requested by the contractor and I therefore recommend the request be granted. This will waive all liquidated damages assessed on the project.

A rough draft letter to the contractor is attached.

WR:mk

Attach.

cc: C. O. Fredrickson
Charles Elroy

RECEIVED
STATE HWY ENGR
SEP 18 '78
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8661 Contractor Cordel Corporation

Highway Beverly Beach State Park

Section Beverly Beach State Park

Kind of Work Sanitary Sewer System

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

The project completion was delayed while awaiting electrical service installation by a utility and by added and unanticipated work.

Recommended for Approval:
Nine additional days can be justified.

Asst. Regional Engineer

O. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8661
Project designation State (State-Federal)
Date awarded 12-19-77
Work started 2-15-78
Per cent completed 100%
Specified Completion Date ~~No. of Workdays Allowed~~ 6-24-78
Actual Completion Date ~~No. of Workdays Used~~ 7-2-78
No. of Added Calendar Days ~~Workdays~~ Requested 8

SP*67805-734

B-320 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 19, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 6/24/78 days to 7/5/78 days, within which to complete our Contract No. 8661, without the assessment of liquidated damages. The said contract is described as follows:

Beverly Beach Sanitary Sewer

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter attached

Respectfully submitted,

Cordel Corporation
Contractor

By

CONSENT OF SURETY

#63-0120-2187-77

Date JULY 21, 1978

We, UNITED STATES FIDELITY AND GUARANTY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Kathleen M. Sadowski
Attorney-in-fact
KATHLEEN M. SADOWSKI

(SEAL)

Resident Agent

8661

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

September 12, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Adm. Eng.

TO: H. S. Coulter
State Hwy. Engr.

SUBJECT: Request for Increase
Project Authorization
Beverly Beach State Park
Contract No. 8661

This EDA sanitary sewer project is now complete and will overrun the project authorization by an estimated $18,936.27, or 13.8 percent.

The contractor will be reimbursed for expenses incurred when certain field conditions were encountered that could not have been anticipated from information provided by the project plans. Sandy soil suitable for backfill material was anticipated by the plans but the contractor actually had to import suitable backfill material. The location of underground utilities was unknown and the contractor was therefore reimbursed for repair costs of inadvertently damaged lines. A buried wood planked road was discovered in the work area and this unanticipated obstacle also caused the contractor additional expense. Reimbursement for these contractor expenses totals $8,833.84.

Engineering overran by $13,798.39. The sewer lines were staked for the November 1977 project letting and had to be redone when the project was downscoped and relet in December. Searching for buried utilities increased the engineering expense as did overtime costs to meet the contractor's schedule.

It is recommended that an increase of $18,936.27 be approved to a new total project authorization of $156,417.69. There are sufficient EDA funds available to cover the increased eligible costs. Engineering is not an expense eligible for EDA funds according to present interpretations.

PCRB approval is not required since new priced work amounts to less than 10 percent of the original contract amount.

A rough draft letter to the Transportation Commission is attached.

WR:mk

Attach.

cc: C. O. Fredrickson
Charles Elroy
Bob Church

RECEIVED
STATE HWY ENGR
SEP 13 '78
REFER TO
FOR

Info	Inves	R/D	D-R	Sign	Act	File

8661 8

ROBERT W. STRAUB

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

August 28, 1978

U. S. Department of Commerce
Economic Development Administration
17 Westlake Avenue N.
Seattle, WA 98109

Attention Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: Award of Grant Amendment #1
Project #07-51-23766

Gentlemen:

Attached are signed copies of the grant amendments for scope of work transfers outlined in Mr. Klaboe's letter of July 6, 1978. The amendments are approved as submitted, except for the project line item Estimated Costs Revision for Project #07-51-23766 - Wolf Creek Tavern. We request that the line item estimated cost revision be changed to reflect the requested revision as submitted in our July 6, 1978 correspondence. Attached is a line item estimated cost sheet which shows the line item breakdown requested.

We appreciate your consideration of this request. If you have any questions, please contact Larry Jacobson, Phone 378-5015, or Dick Holt, Phone 378-5017.

Sincerely,

Larry Jacobson

Larry Jacobson, Assistant
State Parks Superintendent

LJ:aw

Attach. Amendment #1 for Project Numbers:

07-51-27014 07-51-26830 07-51-26880
07-51-27050 07-51-23766 07-51-27019

bc: C. T. Keasey) w/copy of letter and set of attachments.
V. E. Skoog)

D. Unrein
H. Coulter
D. Powers
J. Christian
D. Talbot
F. Klaboe
W. Gaskill

8661 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Beverly Beach State Park

WEEK ENDING: 19 Aug 78

SECTION PREFIX: 21-8206

HIGHWAY: -----

COUNTY: Lincoln

NAME OF JOB: Beverly Beach State Park

KIND OF WORK: Sanitary Sewer System

CONTRACTOR: Cordel Corporation

CONTRACT NUMBER: 8661

FEDERAL AID PROJECT NUMBER: EDA 07-51-26830

DATE OF CONTRACT: 19 Dec 77

DATE WORK STARTED: 15 Feb 78

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 103

PROJECT AUTHORIZATION: $ 137,481.42

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 131,717.69

ENGINEERING AUTHORIZATION: $ 10,901.61

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 131,717.69

ENGINEERING COST TO DATE: $ 21,920.

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 112

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 201 %

DATE PROJECT WAS COMPLETED: 2 Jul 78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Aug 78 SUNDAY 13	some fog			
MONDAY 14	some fog			
TUESDAY 15	AM light showers PM Sctd. Clouds			
WEDNESDAY 16				
THURSDAY 17				
FRIDAY 18				
SATURDAY 19				

RECEIVED
AUG 21 1978
CONSTRUCTION BRANCH
[illegible] K
Jackmond g
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Aug 78 SUNDAY 13	No Activity
MONDAY 14	2
TUESDAY 15	"
WEDNESDAY 16	"
THURSDAY 17	"
FRIDAY 18	"
SATURDAY 19	"

REMARKS

THIS IS THE FINAL WEEKLY REPORT FOR THIS PROJECT.

Semi-final submitted to Salem on 8-15-78

SIGNED Charles W. Foley LOCATION NEWPORT

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8661

8

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

August 1, 1978

(206) 442-7506

Mr. Fred Klaboe
Chief of Operations
Oregon Department of
Transportation
525 Trade Street S.E.
Salem, Oregon 97310

Re: EDA Project Numbers

07-51-27014-8629 07-51-26830-8661 07-51-26880-8630
07-51-27050-8627 07-51-23766-8742 07-51-27019-8626

Dear Mr. Klaboe:

Enclosed please find two signed copies of the Amendment to each of the referenced Grant Offers/Awards. EDA has approved the request for a scope of work transfer as outlined in your letter of July 6, 1978. The project budgets are shown as attachment 1 to each amendment.

Your acceptance of these Amendments shall be indicated by the signature of your principal official. The official's signature shall be certified by an authorized official other than your principal official. Send one copy of each accepted Amendment to Mr. John D. Woodward, Acting Regional Director, Western Regional Office, Lake Union Building, Suite 500, 1700 Westlake Avenue North, Seattle, Washington 98109. The other copy should be retained for your files.

Sincerely,

John D. Woodward

John D. Woodward
Acting Regional Director

NOTED
F. B. KLABOE

7

#8661

4

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JUL 7 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

July 6, 1978

U.S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue N.
Seattle, Washington 98109

Re: Scope of Work Transfers
EDA #07-51-27014
Manhattan Beach

EDA #07-51-23766
Wolf Creek Tavern

Att: Mr. Bill England
Project Management
Specialist
Civil Rights Division

Gentlemen:

As discussed with Larry Jacobson on April 5th in your office, attached is a request for Scope of Work Transfers of Oregon Department of Transportation overrun projects into underrun projects. The request is to transfer bid items from Manhattan Beach, EDA #07-51-27014, into Beverly Beach, EDA #07-51-26830; Oceanside Beach, EDA #07-51-26880 and Willamette Overflow Bridge, EDA #07-51-27050; and to transfer Wolf Creek Tavern, EDA #07-51-23766, contracts into Willamette River overflow bridges, EDA #07-51-27050 and EDA #07-51-27019.

At Manhattan Beach, the state contribution shown on the line item Cost Sheet will be allocated to other Park Branch recreation development projects scheduled for construction in the 1978-79 fiscal year. At Wolf Creek, approval of the transfer request would permit reallocation of the state contribution into other park construction projects scheduled for the 1978-79 fiscal year. The state's contribution for the caretaker's house and landscaping at Wolf Creek would continue to be a budget item request to the State Legislature for the 1979-81 budget period.

NOTE
H.S. COU

Favorable consideration of this Scope of Work Transfer Request would be appreciated. If you wish additional clarification, please contact Larry Jacobson, telephone number 378-5015.

Sincerely,

Fred Klaboe
Chief of Operations
Oregon Department of Transportation

FK:LJ:sc

Attachment

EDA SCOPE OF WORK TRANSFERS

Parks and Recreation Branch
Oregon Department of Transportation

Overrun Project - Manhattan Beach - EDA #07-51-27014

This project is to develop a beach access site with paved access road and parking, restroom, utilities, and walkways.

The project overrun including permit fees and a 4½% contingency allowance is $37,900.

The low contract bid was 21.73% over the engineering estimate. The engineering estimate was based on anticipated bid award in early fall. The grant award was received later than expected. This resulted in a short contractor mobilization period to meet the 90-day construction beginning deadline and less favorable weather conditions for beginning construction. The engineering estimate was not revised to reflect these conditions. Inflation in the building trades industry; high bids on unit items like asphaltic concrete, toilet buildings, and traffic control; and lack of experience in estimating costs based on EDA requirements were a combination of factors resulting in costs over the grant amount.

The items proposed for transfer are as follows:

Bid Item #1 --	$7,500	Bid Item #17 --	946
" " #2 --	5,000	" " #18 --	909
" " #5 --	5,800	Total	$37,812
" " #6 --	2,560		
" " #7 --	8,897		
" " #8 --	5,040		
" " #14 --	1,160		

Justification

Upon receipt of bids, the project was analyzed for areas where possible cost savings could be achieved. There were no items that could be eliminated without resulting in an incomplete project and changing the scope of the project. There was no evidence to suggest that requesting an extension of the 90-day construction deadline and rebidding of the project would have resulted in lower bid submittals.

The Oregon State Legislature approved an increase in the expenditure limitation for the project with the understanding that excess grant funds from other Oregon Department of Transportation projects would be solicited to cover the construction cost overrun. The EDA ruling that agency personnel costs for project construction inspections is non-reimbursable already puts an unanticipated financial burden on the grantee. Absorption of eligible project costs by the State Parks Branch eliminates other state park improvement projects that are badly needed and that also contribute to the economic base the EDA program was designed to stimulate.

Overrun Project - Wolf Creek Tavern - EDA #07-51-23766

This project will restore a historically and architecturally significant 1860's stagecoach inn near Grants Pass. Work includes parking area, utilities, kitchen and dining room, nine sleeping rooms, conference facilities, bar, interpretive display area, kitchen equipment, and furnishings.

The project overrun is $164,400.

This will specifically identify those transfer costs for analysis and final audit.

Underrun Projects

Beverly Beach State Park - EDA #07-51-26830

The project installs a sewage collection trunk line, a sewage pump, and repairs all area disturbed by the construction.

Project underrun	$12,000
Manhattan Beach Transfer Items 6, 7	- $11,500
Balance	$ 500

Oceanside Beach State Wayside - EDA #07-51-26880

This project is to construct restroom, utilities, paved road and parking, and walkways to the beach.

Project underrun	$ 8,000
Manhattan Beach Transfer Items 8, 14	- $ 6,200
Balance	$ 1,800

Willamette River Overflow Bridge M.P. 30.4 - EDA #07-51-27050

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.4.

Project underrun	$110,000
Manhattan Beach Transfer Items 1,2,5,17,18	-$ 20,200
Balance	$ 89,800

The grant request was based on schematic and preliminary architectural plans. Detailed plans and specifications revealed items not anticipated, particularly mechanical requirements. Phase I contract for rehabilitation of the tavern structure was 20% over the estimate. Estimating costs for rehabilitation is more difficult than new construction. Contractors' bids appear to reflect this difficulty as well. Inflation in the building trades industry and remoteness of the project location not accounted for in the architect's estimate contributed to higher bids than anticipated. The architect's final estimate for the kitchen equipment items was higher than initially submitted, due to errors in estimating.

The items and costs proposed for transfer are as follows:

Phase II Contract - Road, Parking, Sewage Disposal		$78,700	
	Contingency 4½%	3,600	
	Total	$82,300	
Kitchen Equipment and Install.		$78,557	
	Contingency 4½%	3,543	
	Total	$82,100	
	Transfer Items Total		$164,400

Special cost accounting prefixes will be assigned to the transfer items. This will specifically identify those transfer costs for analysis and final audit.

Underrun Projects

Willamette River Overflow Bridge M.P. 30.4 - EDA #07-51-27050

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.4.

Project Underrun	$110,000
Manhattan Beach Transfer	- 20,200
Balance	$ 89,800
Wolf Creek Inn-Kitchen Equipment & Install	-$ 82,100
Balance Remaining	$ 7,700

Willamette River Overflow Bridge M.P. 30.1 - EDA #07-51-27019

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.1.

Project Underrun	$ 85,000
Wolf Creek Inn Phase II Contract	- 82,300
Balance Remaining	$ 3,700

Justification

The Oregon State Legislature approved an increase in the expenditure limitation for the project with the understanding that excess grant funds from other Oregon Department of Transportation projects would be solicited to cover the cost overrun. The EDA ruling that agency personnel costs for project construction inspections are non-reimbursable already puts an unanticipated financial burden on the grantee. Absorption of eligible project costs by the State Parks Branch eliminates other State Park improvement projects that are badly needed and that also contributes to the economic base the EDA program was designed to stimulate.

There are no items in the requested transfer that could be eliminated and still permit the project to open on schedule as an operational facility.

LJ:sc
7/5/78

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

WILLAMETTE RIVER BRIDGE - M.P. 30.4

EDA Project No. 07-51-27050 State Oregon County Marion

Line Items	Previous Revision Request	Requested Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectural Engineering Fees		
Project Inspection Fees	16,670	-0-
Relocation Expenses		
Relocation Payments to Individuals and businesses		
Demolition and Removal		
(a) Labor		
(b) non-Labor		
Construction and Project Improvement		
(a) Labor	70,141	70,141
(b) non-Labor	127,596	127,596
Equipment		
Contingencies	105,593	19,963 *
Estimated Costs	$ 320,000	$ 217,700

Remarks: Scope of work transfer from EDA Project No. 07-51-23766,
Wolf Creek Inn, Furnish and Install Food Service Equipment — 78,557
Contingencies 3,543

Scope of work transfer from EDA Project No. 07-51-27014,
Manhattan Beach State Wayside, Bid Items No. 1, 2, 5,
17 & 18 — 6,545 Labor
13,655 Non-Labor

TOTAL ESTIMATED COSTS $ 320,000 (Original Grant)

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

WILLAMETTE RIVER BRIDGE - M.P. 30.1

EDA Project No. 07-51-27019 State Oregon County Lane

Line Items	Previous revision Request	Requested Revision
Administrative Expense	$	$
Architectural/Engineering (Updating and/or completion of Plans and Specifications)		
Other Architectural Engineering Fees		
Project Inspection Fees	20,006	-0-
Relocation Expenses		
Relocation Payments to Individuals and businesses		
Demolition and Removal		
(a) Labor		
(b) non-Labor		
Construction and Project Improvement		
(a) Labor	89,365	89,365
(b) non-Labor	161,316	161,316
Equipment		
Contingencies	79,313	17,019 *
Estimated Cost.	$ 350,000	$ 267,700

Remarks: Scope of work transfer from EDA Project No. 07-51-23766, Wolf Creek Inn, Phase two contract

	31,500 Labor
	47,200 Non-Labor
Contingencies	3,600
TOTAL ESTIMATED COSTS	350,000 (Original Grant)

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

BEVERLY BEACH STATE PARK

EDA Project No. 07-51-26830 State Oregon County Lincoln

Line Items	Previous Eff. 1-30-78	Requested Revision
Administrative Expense	$ 1,200	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	10,000	-0-
Other Architectural Engineering Fees	1,500	-0-
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and businesses		
Demolition and Removal		
(a) Labor		
(b) non-Labor		
Construction and Project Improvement		
(a) Labor	59,240	59,240
(b) non-Labor	61,615	61,615
Equipment		
Contingencies	16,445	17,645 *
Total Estimated Costs	$ 150,000	$ 138,500

Remarks: Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 6 & 7.	5,600 5,900	Labor Non-Labor
TOTAL ESTIMATED EDA FUNDS	$ 150,000	(Original Grant)
GRANTEE/BORROWS FUNDS		
In-house engineering and project inspection	30,000	
TOTAL ESTIMATED PROJECT COST	$ 180,000	

USCOMM-DC [illegible]

* Request for budget line item revision to reflect contract bid item overrun [illegible]

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

OCEANSIDE BEACH STATE WAYSIDE

EDA Project No. 07-51-26880 State Oregon County Tillamook

Line Items	Previous Eff. 4-20-78	Requested Revision
Administrative Expense	$ 900	$ -0-
Architectural Engineering (Updating and/or completion of Plans and Specifications)	3,500	-0-
Other Architectural Engineering Fees	4,000	4,000
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal a. Labor b. Non-Labor	 1,700 3,955	 1,700 3,955
Construction and Project Improvement a. Labor b. Non-Labor	 58,092 59,953	 58,092 59,953
Equipment		
Contingencies	17,900	16,100 *
Total Estimated Costs	$ 150,000	$ 143,800

Remarks: Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 8 & 14.	3,038 Labor 3,162 Non-Labor
TOTAL ESTIMATED EDA FUNDS	$ 150,000 (Original Grant)
GRANTEE/BORROWS FUNDS In-house engineering and project Inspection	16,000
TOTAL ESTIMATED PROJECT COST	$ 166,000

* Request for budget line item revision to reflect contract bid item overruns and [illegible] change orders [illegible]

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

MANHATTAN BEACH STATE WAYSIDE

EDA Project No. 07-51-27014 State Oregon County Tillamook

Line Item	Previous Eff. 4-20-78	Requested Revision
Administrative Expense	$ 250	$ -0-
Architectural Engineering (Updating and/or completion of Plans and Specifications)	-0-	
Other Architectural Engineering Fees	3,582	-0-
Project Inspection Fees		
Relocation Expenses		
Relocation Payments to Individuals and Businesses		
Demolition and Removal		
(1) Labor	768	768
(2) Non-Labor	1,792	1,792
Construction and Project Improvement		
(1) Labor	99,539	99,539
(2) Non-Labor	103,188	103,188
Equipment		
Contingencies	5,681	7,613
Total Project Cost	$214,800	$ 212,900

[illegible] Scope of work transfer, Bid Items No. 8 & 14, to EDA Project No. 07-51-26880, Oceanside Beach State Wayside — - 3,038 Labor, - 3,162 Non-Labor

Scope of work transfer, Bid Items No. 6 & 7, to EDA Project No. 07-51-26830, Beverly Beach State Park — - 5,600 Labor, - 5,900 Non-Labor

Scope of work transfer, Bid Items No. 1, 2, 5, 17, 18 to EDA Project No. 07-51-27050, Willamette River Bridge M.P. 30.4 - 6,545 Labor, -13,655 Non-Labor

TOTAL ESTIMATED EDA FUNDS $ 175,000 (Original Grant)

GRANTEE/BORROWS FUNDS

In-house engineering and project inspection 22,000

TOTAL ESTIMATED PROJECT COST 197,000

PROJECT: WOLF CREEK IN
Phase One -
Phase Two - Pa
Food Service Eq

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-23766 State Oregon County Josephine

		PHASE ONE			SCO	
Line Items	GRANT APPROVED	Phase One Bid Award Revision	4-6-78 Revision Request	Requested Revision	Phase One Bid Award Revision	Phase Bid A Revi
Administrative Expense	$ [illegible],000	$ -0-	-0-	-0-	-0-	-0
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	2,646	-0-	-0-	-0-	-0-	-
Other Architectural Engineering Fees	19,357	-0-	-0-	1[illegible]	[illegible]	-0
Project Inspection Fees	26,000	-0-	-0-	-0-	[illegible]	[illegible]
Relocation Expenses	-0-					
Relocation Payments to Individuals and Businesses	-0-					
Demolition and Removal (a) Labor	16,318	16,318	16,318	16,318	-0-	-0-
(b) Nonlabor	6,994	6,994	6,994	6,994	-0-	-0-
Construction and Project Improvement (a) Labor	204,337	[illegible]	255,243	262,354	[illegible]	31,50
(b) Nonlabor	197,872	261,051	265,444	277,661	[illegible]	47,2
Equipment	95,557	-0-	-0-	23,335	-0-	-0
Contingencies	[illegible] 219	[illegible]	15,288	-0-	-0-	3
Total Estimated Costs	$600,000	$ 559,287	559,287	600,000	42,713	323
				600,000	→	

Remarks:

EDA Direct Grant Project No 07-51-23766
EDA SCOPE OF WORK TRANSFER TO: Project No 07-51-27019
Project No 07-51-27050

GRANTEE BORROWS FUNDS
In-house Engineering & Project Inspection 50,460 + 19
Caretakers House & Landscaping (1979-1981 Budget)

PROJECT: [illegible]
Phase One - [illegible] - Contract 8633
Phase Two - Parking and Sewage Facilities - Contract 8742
Food Service Equipment - Contract Agreement 90-78

E ITEM ESTIMATED COSTS

[illegible] Josephine

SCOPE OF WORK TRANSFER

	PHASE ONE			PHASE TWO				FOOD SERVICE EQUIP.		
IT OVED	Phase One Bid Award Revision	4-6-78 Revision Request	Requested Revision	Phase One Bid Award Revision	Phase Two Bid Award Revision			Cost At Bid Award		
$	-0-	-0-	-0-	-0-	-0-					
	-0-	-0-	[illegible]	[illegible]	[illegible]					
	-0-	-0-	[illegible]	[illegible]	-0-					
	-0-	-0-	[illegible]	[illegible]	[illegible]					
	1638	1638	1635	-0-	-0-					
	6,774	6,774	6,774	-0-	-0-					
37	250,850	255,243	262,354	19,950	21,500					
72	261,051	265,444	277,667	20,763	47,200					
67	-0-	-0-	23,935	-0-	-0-			78,557		
9	24,576	15,288	-0-	-0-	3,600			3,543		
00 $	559,237	559,237	600,000	42,713	92,300			82,100		

51-23766 600,000 → 600,00
51-27019 [illegible] → 164,40
51-27050 [illegible] →

Inspection 50,460 + [illegible] - 2,800 = 61,160
(1979-1981 Budget) 50,000

TOTAL ESTIMATED COST BEFORE SCOPE OF WORK TRANSFER

TOTAL ESTIMATED PROJECT COST AFTER SCOPE OF WORK TRANSFER

F [illegible]
se One - Building Restoration - Contract 8633
se Two - Parking and Sewage Facilities - Contract 8742
d Service Equipment - Contract Agreement 90-78

SCOPE OF WORK TRANSFER

PHASE TWO				FOOD SERVICE EQUIP.		
Phase One [illegible] Award Revision	Phase Two Bid Award Revision			Cost At Bid Award		
-0-	-0-					
-0-	-					
-	-0					
-	-0					
-0-	-0-					
-0-	-0-					
9,950	31,500					
2,703	47,200					
-0-	-0			78557		
-0-	3600			3543		
2,703	82,300			82,100		

82,300

82,100

COST SUMMARY

600,000
164,400

764,400	ESTIMATED COSTS
(164,400)	SCOPE OF WORK TRANSFER
600,000	TOTAL ESTIMATED ED. FUNDS (ORIGINAL GRANT
111,160	TOTAL GRANTEE FUNDS

1,900 - 2,800 = 61,160
50,000

TOTAL ESTIMATED COST BEFORE SCOPE OF WORK TRANSFER $ [illegible]

TOTAL ESTIMATED PROJECT COST AFTER SCOPE OF WORK TRANSFER $

8661

OREGON STATE
HIGHWAY DIVISION

June 15, 1978

HIGHWAY BUILDING • SALEM, OREGON • 97310

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: Request for Budget Revision
EDA Project No. 07-51-26830
Contract No. 8661

Gentlemen:

We request a budget line item revision for the subject project, as shown on the attached copy of the approved budget. (Form ED-508.)

A copy of the change order modifying the project work is also attached.

Very truly yours,

Donald [illegible]
for C. T. Keasey
Construction Engineer

CTK:mk

Attach.

bc: H. S. Coulter
V. E. Skoog
D. H. Moehring
Gareld Inloes
Larry Jacobsen

RECEIVED
STATE HWY ENGR
JUN 19 1978
REFER TO
FOR
D/R Sign Act File

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

DA Project No. 07-51-26830 State Oregon County Lincoln Co.

ine Items	Previous	Approved Revision	Requested Revision
dministrative Expense	$ 700	$ 1,200	1,200
chitectural/Engineering pdating and/or completion of ans and Specifications)	2,000	10,000	10,000
her Architectural Engineering Fees	200	1,500	1,500
oject Inspection Fees	12,000	-0-	-0-
location Expenses			
location Payments to Individuals d Businesses			
molition and Removal			
(a) Labor			
(b) non-Labor	77,700	59,110	
nstruction and Project Improvement			
(a) Labor	51,800	61,525	59,240
(b) non-Labor			61,615
uipment			
ntingencies	5,600	16,665	16,445
Total Estimated Costs	$ 150,000	$ 150,000	150,000

marks:

Effective Date: January 30, 1978.

8661

Form 81-734-1384 (9-77)

Oregon Department of Transportati
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐

Final ☒

Project Name Beverly Beach State Park				Contract No. 8661
Highway			County Lincoln	Prefix No. 21-8206
Contract Time Elapsed 104 %	Contract Work Completed 100 %	Contract Work Quality	Contract Work Progress	F.A. Project No. EDA 07-51-26830
Inspection date 6-13-78		By Robert Royer, Region Construction Eng'r.		

In company with George Hopkins, OSHD, SALEM, John Hollingsworth, Bob Deless, Parks, SALEM, [illegible] Holstein, MGR Beverly Beach, Darald Walker, Parks, Tillamook, Roger Dunn, Cordel Corp., & Chuck Elroy, OSHD, Newport

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

[illegible] satisfactorily completed.

...TED
...CHARD UNREIN

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JUL 7 1978
TAA ____ File: PM FA
LG OP

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

6-30-78	Date opened to traffic or in operation
7- 2-78	Date of Second Notification
6- 2-78	Date Contractor's notice for semi-final inspection received
7- 5-78	Date Contractor removed equipment, plant, etc.
7-31-78	Estimated submittal date of semi-final estimate
7- 5-78	Recommended acceptance date of completed contract work

Original to: Construction Engineer [illegible]
Copy to: Region Engineer - Fredrickson
District Engineer - [illegible]
Resident Engineer - Elroy
Project Mgt. (Final Only) [illegible] ✓
~~FHWA (Final F.A. Only)~~
Project Engineer (If Applicable)

Signed Robert Royer

Title Region Construction Engineer

8661

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 30, 1978

U. S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attn: Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: EDA Project 07-51-26830
State Contract 8661
Beverly Beach State Park

Dear Mr. England:

Enclosed is ED-530, Part B, for the above referenced project.

Hydronex, Inc. is a material supplier for the project. This contract for $31,250.00 is 20.8% of the original grant.

Very truly yours,

C T Keasey

C. T. Keasey
Construction Engineer

MS:mk

Attach.

bc: H. S. Coulter ✓
Larry Jacobson
Gareld Inloes

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAR 3_ '78
REFER TO
FOR
Info Sig. Att. File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-7000

March 15, 1978

Mr. David G. Talbot
Parks Branch
525 Trade S. E.
Salem, Oregon 97310

Re: EDA Project Number 07-51-26830
Beverly Beach Sewage Collection

Dear Mr. Talbot:

EDA concurs with the evidence you have submitted that as of February 15, 1978, on-site labor commenced on this project. This satisfies the requirement of start of on-site labor.

Your attention is directed to the instructions for disbursement procedures and related reporting requirements appearing on pages 17 through 23, and Exhibits 1 through 6, in the Engineering and Construction Guidelines for the Local Public Works Capital Development and Investment Program.

When you receive your Letter of Credit, it will authorize the Federal Reserve Bank to release a portion of the Grant amount to you in a series of draws, to be requested by you as cash needs arise. Each draw is to be for at least $10,000, unless the remaining availability is less than that amount. The draw is to be initiated by presentation of Form TUS-5401 (Payment Voucher on Letter of Credit) to the commercial bank you have designated for this project, for forwarding to the Federal Reserve Branch Bank indicated in your Letter of Credit. If your request is in order, the amount being drawn will be transferred from the Federal Reserve to your commercial bank and then to your checking account. The commercial bank should advise you when the amount drawn is actually on deposit and available to you for disbursement.

The "amount authorized" in the initial Letter of Credit may be drawn without any further approval from this agency. However, availability of the remainder of the Grant will require EDA action to increase the amount authorized by amendment of the Letter of Credit. Such action is to be preceded by your submission to this office of Form ED-530A, 40% MBE report, and a completed Form ED-113A (LPW Project Performance Report), together with your certification, and our project engineer's concurrence, that project construction is at least 40 percent complete. At this time, the remainder of the Grant amount will be authorized in most cases. You will receive an adequate supply of Form ED-113A, together with detailed instructions for its preparation, prior to reaching 40 percent completion.

Please also note that Form CD-286 (Report on Federal Cash Transactions), is to be submitted within 15 working days after the close of each calendar quarter. A supply of this form should be included in the mailing which transmits your copy of the Letter of Credit.

If you have questions regarding the matters discussed above, please contact the EDA project team leader assinged to this project.

Sincerely,

Donald L Gould

Donald L. Gould
LPW Division

86-61

8

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

January 13, 1978

RECEIVED
DOT OPERATIONS
JAN 18 '78
REFER TO
FOR
Info Inves R/D J/R Sign Act File

Mr. Donald L. Gould
LPN Division
Economic Dev. Administration
1700 Westlake Avenue, North
Seattle, WA 98109

Dear Mr. Gould:

Re: EDA Project No. 07-51-26830
Sanitary Sewerage System
Beverly Beach State Park

On December 14, 1977, we opened bids on our EDA Project No. 07-51-26830. Contract No. 8661 has been awarded to Cordel Corporation of P.O. Box 851, Albany, OR 97321.

We are enclosing the following information pertaining to this project.

1. Acceptance of collection system design by the Oregon Dept. of Commerce. Lincoln County has indicated they will not require a facility permit. A Dept. of Environmental Quality plan approval is not required, as this project is a collection system under the jurisdiction of the Oregon Dept. of Commerce. The existing sewage lagoons and sprinkling disposal system previously approved by the Dept. of Environmental Quality will remain as the method of sewage treatment and disposal until final hook-up with the Carmel-Foulweather sewer system upon its completion.
2. Engineers construction cost estimate.
3. Notice to contractor - date of opening of sealed proposals.
4. Minutes of bid opening.
5. Itemized bid of low bidder.
6. Statement on correctness of bid, qualifications and ability of the low bidder and recommendation as to award of the contract.
7. Contract certification (Form ED - 126).
8. Copy of contract, plans and specifications.
9. EDA Form 530 Part A.
10. Written notice to contractor of bid award and notice of start of work.
11. Revised line item estimated costs.

NOTED
F. B. KLABOE

Very truly yours,

Larry Jacobson

Larry Jacobson, Assistant
State Parks Superintendent

LJ:aw Enclosures

bc:
F. B. Klaboe
V. E. Skoog
D. Talbot
H. S. Coulter
J. S. Versteeg
W. Gaskill
E. S. Hunter
C. W. Head
D. Walker
G. Inloes
C. T. Keasey
D. Unrein
Region 2

8661 8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

NOTED
E. S. HUNTER

December 8, 1977

RECEIVED
TECHNICAL SERVICES
DEC 12 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Donald L. Gould
LPN Division
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attention Bill England

Dear Mr. Gould:

Subject: EDA Project No. 07-51-26830
Beverly Beach State Park

EDA Project No. 07-51-23613
Shore Acres State Park

We are enclosing the following data to satisfy special condition requirements:

Project No. 07-51-26830

1. Special condition No. 1 - Results of Survey by SHPO.
2. Special condition No. 2 - Letter from Division of State Lands indicating they would not require a permit.

Project No. 07-51-23613

1. Special condition No. 1 - Results of Survey by SHPO.

Additional required bid and contract material will be forwarded as it becomes available.

Very truly yours,

Larry Jacobson

Larry Jacobson, Assistant
State Parks Superintendent

LJ:aw

Encl. bcc: C. T. Keasey
J. H. Versteeg
Region 2
D. Unrein
E. S. Hunter
Region 3
W. Gaskill
C. W. Head
D. Walker
V. Jones

8661

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

December 1, 1977

TO: State Parks and Recreation Advisory Committee

FROM: David G. Talbot
State Parks Superintendent

SUBJECT: Round II, Local Public Works Capital Development Program - Economic Development Administration

Under Round II of the Public Works program through EDA, the State Parks Branch was allocated $1,250,000 for six projects. These projects were at Wolf Creek Tavern, Shore Acres State Park, Beverly Beach State Park, Cape Meares State Park, Oceanside Beach State Wayside, and Manhattan Beach State Wayside.

EDA requirements were that on-the-job construction must begin within 90 days of receipt of the grant offer, and that 10% of the grant amount must go to minority business enterprises for either work performed or materials supplied. Contracts have been awarded for Wolf Creek Tavern, Oceanside, and Manhattan Beach. Bids were opened for Shore Acres and Beverly Beach, but were too high and failed to meet the MBE requirement and were rejected. These projects will be rebid for bid openings on December 14. Advertisements for bids for Cape Meares failed to receive any bids. This project will be rebid pending a waiver of the 90-day construction from EDA.

This matter will be on the agenda for the December 15 meeting of the Committee.

DGT:dlw
cc: Robert Burco
Fred Klaboe
Janet McLennan
George Bell

NOTED
F. B. KLABOE

8661

8

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-7000

November 22, 1977

NOTED
L. JACOBSON

Mr. Larry Jacobson
Assistant State Parks Superintendent
Department of Transportation
Parks and Recreation Branch
525 Trade Street S. E.
Salem, Oregon 97310

Re: EDA Projects Number 07-51-23613
Shore Acres

EDA Projects Number 07-51-26830
Beverly Beach State Park

Dear Mr. Jacobson:

In response to your letter of November 14, 1977, your request for a waiver of the 90-day start of construction to provide for a 60 day extension for these two projects is approved. The on-site labor deadlines are now as follows:

Project Number	On-site labor deadline
07-51-23613	February 17, 1978
07-51-26830	February 23, 1978

Sincerely,

Donald L. Gould

Donald L. Gould
LPW Division

RECEIVED
DOT OPERATIONS
NOV 29 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Klaboe
cc [illegible]
Mockswig
Vant.
11 [illegible]

RECEIVED
TECHNICAL SERVICES
NOV 29 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8661.

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

NOTED
E. S. HUNTER

November 14, 1977

RECEIVED
TECHNICAL SERVICES
NOV 16 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Donald L. Gould
LPW Division
Economic Development Administration
1700 Westlake Avenue N.
Seattle, WA 98109

Attention Mr. Bill England

Dear Mr. Gould:

Shore Acres State Park EDA #07-51-23613
Beverly Beach State Park EDA #07-51-26830

On November 10, 1977, bids were opened for Project #07-51-26830, Beverly Beach State Park; Project 07-51-27014, Manhattan Beach State Wayside; Project 07-51-26880, Oceanside Beach Wayside; and Project 07-51-23613, Shore Acres State Park. We are proceeding with award recommendations for #07-51-27014 and #07-51-26880.

For Project 07-51-23613, Shore Acres, the low bid was 26.28% over the Engineers Cost Estimate. There was no minority business enterprise for participation in that bid. The second bidder was 51.68% over the Engineers Cost Estimate. MBE participation was $9,645 or 10.2%. Only two bids were received on this project. We have declined to award the contract. We hereby request a waiver of the 90-day construction beginning for this project from December 16, 1977 to February 16, 1978, a 60-day extension period. This will enable us to review the contract plans and cost estimates, solicit more MBE participation, and seek wider bidder interest in the project. Bids would be opened on December 14, 1977.

For Project 07-51-26830, Beverly Beach State Park, the low bid was 48.98% over the Engineers Cost Estimate. There was no MBE participation from the low bidder. The second bidder was 117.19% over the Engineers Estimate. MBE participation was $15,000 or 10.0%. Only two bids were received. We declined to award the contract. We hereby request a waiver of the 90-day construction beginning date from December 23, 1977 to February 23, 1978, a 60-day extension period. This will enable us to revise the contract documents, solicit more MBE participation, seek wider bidder interest in the project. The bids would be opened on December 14, 1977.

Attached is the revised schedule for these two projects. The 60-day extensions for these projects is the minimum time needed to implement the revised bid opening, contract award, and construction beginning. The 3-week time period from bid advertisement on November 23 to bid opening on December 14 is necessary to allow potential bidders adequate time to solicit MBE participation. The Christmas and New Years holiday season falls within this period. Material suppliers, contractors, and others in the construction industry often shut down during this time. Contractors need time to complete jobs they are presently on and to mobilize for these. Inadequate mobilization time would pose additional contractor costs because of the short time frame.

Your favorable response to these waiver requests is solicited. It is important that I be notified of action on this request as soon as possible, due to the December 14, 1977 bid opening. If I can provide additional information, please contact me at Area Code 503-378-5015.

Very truly yours,

Larry Jacobson

Larry Jacobson, Assistant
State Parks Superintendent

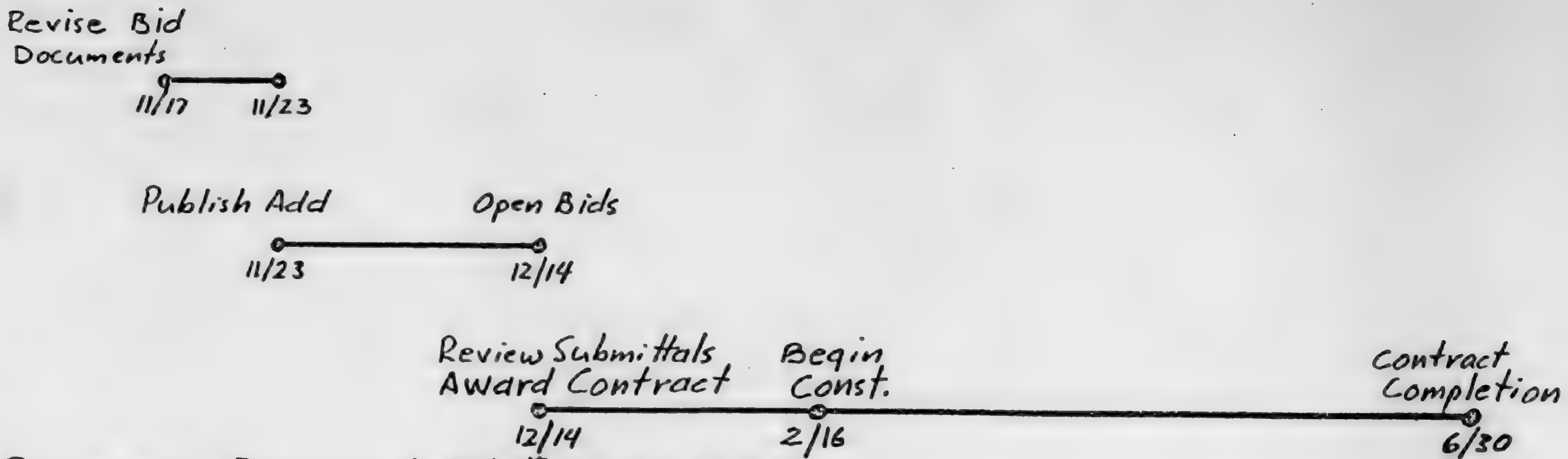
LJ:aw

Attach.

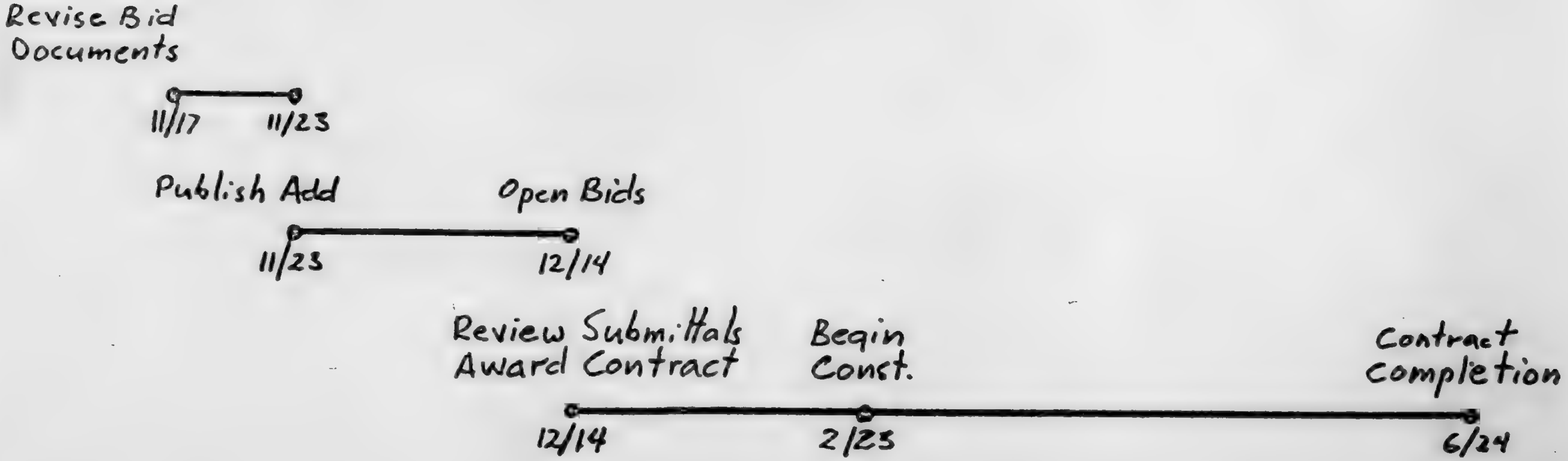
bc: Ed Hunter
C. T. Keasey
Dick Unrein
Art Brummit
Hal Versteeg
Bud Shirley
B. Swan
John Sheldrake
John Bond
Virgil Boyd
Val Jones

REVISED SCHEDULE
NOVEMBER 11, 1977

SHORE ACRES EDA #07-51-23613



BEVERLY BEACH EDA #07-51-26830



(#1) 8661

8

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 16, 1977

TO	Executive Department Federal Aid Coordination Unit	Oregon District 4 Council of Governments #7 Wellsher Bldg. Corvallis, OR 97330

D E Swan

FROM D. E. Swan
Federal Aid Engineer

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

SUBJECT Notice of Intent for EDA Funds
State Admin. Dist. No. 4
Section: Beverly Beach Sewage System
Highway: -
County: Lincoln

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 15, 1977.
If additional information is desired, please contact Larry Jacobson phone 378-5015.

BLG:dmc
Attachments

cc: H. S. Coulter ✓	Region Engineer: John Sheldrake
D. G. Talbot	District Engineer: H. C. Johnson
J. H. Versteeg	Aeronautics Division
R. E. Royer	Paul Hartwig, Parks
J. B. Boyd	B. L. Gifford
Gary Potter	

Please use Reference Code PKS-8 for return correspondence.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS # PKS-8	Page One

02 — 12] **APPLICANT** [45: Oregon Dept. of Transportation — 46] **DIVISION** [79: Parks and Recreation

03 — 12] **APPLICANT ADDRESS** STREET [45: 525 Trade St. SE — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 — 12] **CONTACT PERSON** [45: Larry Jacobson — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378-5015 — 56] **EXTENSION** [59:

01 — 12] **PROJECT TITLE** [71: Beverly Beach Sewage System

11 — 12] **PROJECT LOCATION—CITY**: Newport — **PROJECT LOCATION—COUNTY**: Lincoln — **PROJECT LOCATION** [79: SEC: 24 T: 10 S R: 11 W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project is to install sewage collection trunk lines for future connection

06 12] to Cape Foulweather sewer system and pave existing camp area roads disturbed during construction. This sytem will be installed according to regulating [71

07 12] agency standards. [71

08 12] [71

09 12] This is a State Parks Project. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
$150,000					$150,000

13 — 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45: — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79:

14 — 12] **FEDERAL PROGRAM TITLE** [71: Local Public Works Capital Dev. & Invest. Program

15 — 12] **FEDERAL AGENCY NAME** [45: U. S. Dept. of Commerce — 46] **FEDERAL SUB-AGENCY NAME** [79: Economic Dev. Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 16, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July — 43] DAY [44: 15 — 45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☐ Yes ☒

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☒

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) P. L. 94-369 Sec. 107

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

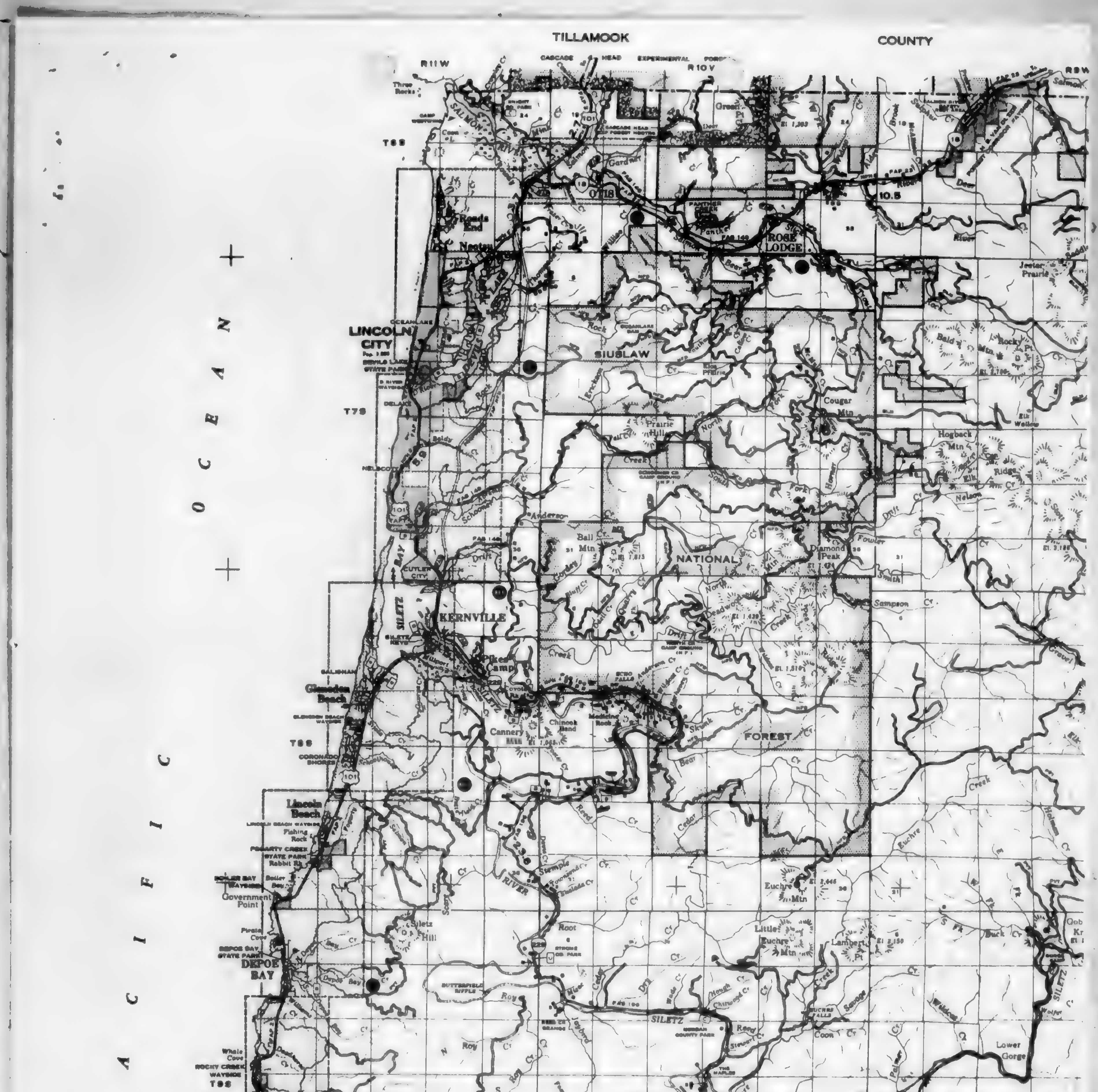
(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS


TILLAMOOK COUNTY
CASCADE HEAD EXPERIMENTAL FOREST
R11W
R10W
R9W
PACIFIC OCEAN
T6S
T7S
T8S
T9S
T10S
Three Rocks
Salmon River
Otis
Rose Lodge
Panther Cr
Roads End
Neotsu
Lincoln City
Oceanlake
Devils Lake State Park
Delake
Nelscott
Taft
Cutler City
Siletz Bay
Kernville
Siletz Keys
Salishan
Gleneden Beach
Gleneden Beach Wayside
Coronado Shores
Lincoln Beach
Lincoln Beach Wayside
Fishing Rock
Fogarty Creek State Park
Boiler Bay Wayside
Boiler Bay
Government Point
Pirate Cove
Depoe Bay State Park
Depoe Bay
Whale Cove
Rocky Creek Wayside
Cape Foulweather
Otter Crest
Otter Crest Wayside
Gull Rock
Otter Rock
Devils Punch Bowl State Park
Beverly Beach
Siuslaw
National
Forest
Schooner Cr
Drift Cr
Anderson Cr
Ball Mtn
Prairie Hill
Cougar Mtn
Diamond Peak
Deadwood Cr
Hogback Mtn
Bald Mtn
Rocky Pt
Elk Wallow
Jeeter Prairie
Nelson
Fowler
Sampson Cr
Cannery Mtn
Chinook Bend
Medicine Rock
Echo Falls
Skunk Cr
Bear Cr
Cedar Cr
Euchre Mtn
Little Euchre Mtn
Lambert
Euchre Creek
Stemple
Sunshine Cr
Siletz Hill
Buttermilk Riffle
Butterfield Riffle
Siletz River
Morgan County Park
Coon Cr
Euchre Falls
Lower Gorge
Upper Farm
Camas Prairie
Ojalla
Thompson
Rocky Top
Logsden
Scott Cr
Siletz
Camp Twelve
Mill Cr
W Fork
Spencer Cr
101
18
229

8662 Deer Park Dr. SE-Silver Cr. 197
Falls Intchge. Sec. of N. Santia
Hwy. east of Salem (Paving)

8662

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 4, 1979

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr. JEW
Asst. Engineer of Materials

SUBJECT: Open Graded Pavement Test Results, Deer Park Int.-Silver Falls Int. Section

TO: C. O. Fredrickson
Region Engineer

NOTED
E. S. HUNTER

Copy MAT'L

Testing has been completed on cores sampled from Class "E" asphalt concrete paving constructed in 1978 with an emulsion surface application on the Deer Park Int.-Silver Falls Int. Section of the N. Santiam Highway. The cores were cut within or adjacent to areas of white discoloration in the surfacing. Enclosed is test report #79-10500, 9.

The test results indicate that the pavement has small areas of very open or high void content mix. It appears that the white discoloration in the pavement has resultsed from water carrying sand, soil or possibly portland cement from the mix out through the open surface areas. With the average asphalt coating of 84 percent for the mix tested, it looks like some asphalt stripping of the aggregates has occurred.

JEW:gs

cc: C. T. Keasey
E. S. Hunter

RECEIVED
TECHNICAL SERVICES
SEP 5 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE
HIGHWAY DIVISION
MATERIALS & RESEARCH

ORM NO. E-490 (REV 1-70)

SAMPLE DAT
AND
LABORATORY TEST REPORT
FOR
BITUMINOUS CORES

79-10500-09
DATA SHEET NO. EC-00000

SAMPLE DATA

roject: Deer Park - Silver Falls Inter.
ighway: N. Santiam
Cont. No. [illegible]662
ontractor: Salem Rd & Dredging Co. - [illegible]
ubmitted by:
Sampled by: P. Hockett
amples: RECORD ☐ OTHER ☒
MIX CLASS: "E" A/C
Prefix No: 5821-700
F.A. Proj. No:
County:
Date Submitted: 7/10/79

TEST NO.	DATE SAMPLED	LOCATION OF TEST					MIX TYPE			FIELD TEST RESULTS						% COMP.	
		STATION	LINE	DISTANCE		A. CONC.		PMBB	PAV. THICKNESS	TEST SPEC. WEIGHT			BULK SP. GR.			
				LT.	RT.	B.	T.			IN WATER	SAT.	APPROX. DRY	IN PLACE	100% COMP.	TEST	REC
1A	7/10/79	339+45	E.B.	Inside Lane					Owt.		Spot Area					
1B	"	"	"	Outside Lane					Iwt.		Questionable					
2A	"	338+45	EB.	Outside Lane					Iwt.		No Spot Area					
2B	"	"	"	Inside Lane					Owt.		No Spot Area					
A	"	345+23	EB.	Inside Lane					Owt.		Questionable					
B	"	"	"	Inside Lane					Owt.		Questionable					
C	"	"	"	Inside Lane					Iwt.		Questionable					
4	"	345+00	EB	Inside Lane					Owt.		Spot Area					
5	"	344+45	EB	Inside Lane					Owt.		No Spot Area					
6	"	115' E Correct. Institute Sign	WB	Outside Lane					Owt.		Spot Area					

EMARKS:

7	"	@ Correct. Instit. Sign	WB	Outside Lane	Owt.	No Spot Area

LABORATORY REPORT

ate Received: 7/10/79
ate Reported: Sept. 4, 1979
aboratory Charges: $310.00

EST REPORT DISTRIBUTION:
ureau of Public Roads
onstruction Engineer
aintenance Engineer
ridge Engineer
ivision Engineer C. O. Fredrickson
esident Engineer
ist. Maint. Supt.
oreman
nspector
eologist
iles

LABORATORY NUMBER	TEST NO.	THICKNESS		BULK SP. GR.		% Coating	REAL SP. GRAVITY	% VOIDS in Place
		AS REC'D	TESTED	IN PLACE				
79-10500	1A	1.8	1.8	2.05		80	2.44	16.0
79-10501	1B	1.7	1.7	2.11		85	2.42	12.8
79-10502	2A	2.0	2.0	2.09		85	2.42	13.6
79-10503	2B	1.8	1.7	2.08		95+	2.45	15.1
79-10504	3A	2.1	2.1	2.13		85	2.41	11.6
79-10505	3C	2.1	2.1	2.13		80	2.41	11.6
79-10506	4	2.1	2.1	2.09		85	2.43	14.0
79-10507	5	1.7	1.7	2.11		75+	2.43	13.2
79-10508	6	1.5	1.5	2.09		85+	2.41	13.3
79-10509	7	1.3	1.3	2.06		85+	2.41	14.5

EMARKS: Core # 3B fell apart & was not tested for Bulk Sp. Gr. Coating 85%.

LABORATORY

John C. Jenkins
Engineer of Mater

8662

J

January 25, 1979

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On January 24 we wrote to you concerning release of final payment on Contract No. 8662 awarded to Salem Road and Driveway Co. for paving on the Deer Park Drive S.E.-Silver Creek Falls Interchange Section of the North Santiam Highway in Marion County.

Final payment on this contract is $11,874.01 and the total contract amount is $289,287.91. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Salem Road and Driveway Co.
P. O. Box 603
Salem, OR 97308

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8.66.2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Deer Park Dr. SE - Silver Cr. Falls Intrchg.

WEEK ENDING: 9/30/78

SECTION PREFIX: 124-1133

HIGHWAY: North Santiam

COUNTY: Marion

NAME OF JOB: Same as Section

KIND OF WORK: Paving

CONTRACTOR: Salem Road & Driveway Co.

CONTRACT NUMBER: 8662

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 12/19/77

DATE WORK STARTED: 6/1/78

ESTIMATED COMPLETION DATE: --------

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 150

CALENDAR DAYS USED 150

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION: $ 352,200.04

EXCLUSIVE OF ENGINEERING: $ 324,272.28

ENGINEERING AUTHORIZATION $ 27,927.76

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 312,335.05

ENGINEERING COST TO DATE $ 27,835.08

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . 3.1 %

PERCENT OF AUTHORIZATION . . . . . 100 %

DATE PROJECT WAS COMPLETED: 7/28/78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				2.6	2.6
MILES PARTIALLY COMPLETED					
MILES COMPLETED				2.6	2.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)				1.5	15,640
TOTAL QUANTITIES CORRECTED TO DATE				60	15,640
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				60	15,640
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K
RECEIVED
OCT 3 1978
CONSTRUCTION BRANCH

Keesey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlock
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi Final Estimate has been taken to Region so this is the last report on this project.

Allen G. Mickey, Office Engr.

for

SIGNED Loren A. WEBER, Res. Engr. LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

-8662 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 9, 1977

J H Versteeg

FROM: J. H. Versteeg
Engineering

SUBJECT: Status Report
State Overlays
Klaboe's September Priority List

TO: E. S. Hunter
Technical Services Engineer

Regions 2, 3, 4 and 5 have completed the field work on these priority overlay projects and they are on the contracting schedule for either a December 14 or a January 26 bid opening.

The field survey on the McBride Creek-Bennet Road (Warren) project on the Lower Columbia Highway, and the Warm Springs Intchg.-Salmon River Curves project on the Warm Springs Highway have not been received from Region 1. Time is running out on these Region 1 overlay projects for a January bid opening. Without knowing how much design time will be required it looks like the February bid opening will be the earliest that these projects can be ready for contract.

JHV:jh
cc: Ed Hardt
John Sheldrake
Alfred Shirley
Carl Williams
W. E. Schwartz

[illegible]

RECEIVED
TECHNICAL SERVICES
DEC 9 '77

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 18, 1977

10-20-77

FROM: J. H. Versteeg
Head of Engineering

J H Versteeg

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: State Construction Program
Ref: Klaboe Letter -
Priority Overlays
September 30, 1977

The contract letting schedule for the priority overlays is as follows:

1. Region 1 - McBride Creek-Bennet Road Section
   Lower Columbia River Highway
   January 26, 1978, Letting
2. Region 2 - Deer Park Drive-Silver Creek Falls Interchange Section
   North Santiam Highway
   December 22, 1977, Letting
3. Region 3 - Elbow Lake-Gardiner Section
   Oregon Coast Highway
   January 26, 1978, Letting
4. Region 4 - Warm Springs Jct.-Willows Section
   Warm Springs Highway
   January 26, 1978, Letting
5. Region 5 - Grant County Line-Fuqua Creek Section
   John Day-Burns Highway
   December 22, 1977, Letting

We are assuming the complete cooperation of everyone involved and there will be no unusual design problems that may develop. Under this schedule it will be necessary to develop contract plans and specifications almost simultaneously.

JHV:jh
cc: H. S. Coulter
E. L. Hardt
John Sheldrake
Alfred Shirley
Carl Williams
W. E. Schwartz

cy to + Versteeg
10-20-77

10-20-77

Also R/D letter to Comm. for approval to contract as indicated (Nov. Meeting)
ESH

OCT 1

Mockring

8662

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 7, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: Mr. E. S. Hunter
Technical Services Engineer

SUBJECT: Deer Park Dr. S.E.-
Silver Creek Falls Interchange
Santiam Highway
Marion County

Bellevue-McMinnville Section
Salmon River Highway
Yamhill County

Contract plans for the above two projects have been prepared and are being further processed for the December 22, 1977, bid opening. It is recommended that the two projects be advertised as separate contracts.

The Deer Park Drive S.E.-Silver Creek Falls Interchange is strictly an overlay with an estimated cost of approximately $384,000.

The Bellevue-McMinnville project consists of shoulder strengthening and paving and replacing of the Muddy Creek Bridge. This project is estimated at approximately $570,000.

The difference of work involved, location, and estimates are sufficient to warrent separate contracts.

DOC:ab
cc: Jack Sullivan
Fred Eriksen

RECEIVED
TECHNICAL SERVICES
NOV 7 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

OK

8662

8

October 26, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: For H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

The following State projects are all listed in the Preliminary Six-Year Program, but are not in the current Six-Year Construction Program and will need finance approval in order to be done during the 1978 construction season.

Section	Amount
McBride Creek-Bennet Road Section Lower Columbia River Highway	$ 900,000
Warm Springs Int.-Salmon River Curves Section Warm Springs Highway	$ 600,000
Deer Park Drive-Silver Creek Falls Interchange Sec. North Santiam Highway	$ 475,000
Bellevue-McMinnville Section Salmon River Highway	$ 479,000
Elbow Lake-Gardiner Section Oregon Coast Highway	$1,100,000
Warm Springs Jct.-Willows Section Warm Springs Highway	$ 800,000
Grant County Line-Joaquin Miller Rd. Section John Day-Burns Highway	$ 690,000

The projects are needed pavement overlays and your approval is recommended.

This matter will be on the Consent Calendar for your consideration at the November 15 meeting.

bc:
R. A. Burco
C. W. Head
F. B. Klaboe
L. W. Rulien
E. S. Hunter
R. N. Bothman
George Bell
W. J. Hart
V. E. Skoog
E. L. Hardt, Region 1
John Sheldrake, Region 2
Alfred Shirley, Region 3
Carl Williams, Region 4
Pat Schwartz, Region 5

1-8662

LOCATION NARRATIVE

Deer Park Dr., SE- Jct. Silver Cr. Falls Hwy
North Santiam Highway
October 20, 1977

Termini: Beginning of the project is MP 4.01 which point is 50' West of the West end of Deer Park Drive Oxing structure. End of the project is MP 6.64 which point is 100' West of the West end of Silver Creek Falls Highway Oxing structure.

Length: 2.63 miles

History: Preliminary design and estimates were done on this section as part "Lancaster Dr.-Santiam Golf Club" (1975) survey. Subsequent construction projects have accomplished all the planned work except the overlay in this section.

This project is to be done in the 1978 construction season with State Construction Funds.

An environmental assessment was submitted for the original survey which covered all the proposed work including this overlay.

Work to be done: This project is for pavement overlay only.

Surfacing: Surfacing design provides for 1-1/2" Class "E" and 1" Class "C" leveling allowance. Future final surfacing will be 4".

Structures: Two bridges are within the work area. Deer Park Drive, SE Oxing, Br. No. 8071. Joseph Street Oxing, Br. No. 8073. Neither bridge has impact panels or paving ledges. Settlement has occurred at ends of both structures.

Existing A.C. overlay on Br. 8071 varies from 2-1/4" left to 1-1/4" right. Bridge 8073 varies from 1-1/2" left to 1-1/4" right.

Bridge Design recommends a maximum overlay depth of 3-1/2" (total) for these structures.

Extra depth A.C. is shown at the bridge ends for two reasons:

a) to reduce settlement.
b) removal of the existing pavement at bridge ends will eliminate the high spots resulting from patching. This area may be used to taper the overlay grade to bridge deck.

Traffic Control: Shown on detail sheet.

8662

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

October 7, 1977

FROM: Frank E. Terpin
Location Engineer

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: State Construction Program
Ref. Klaboe Letter: Priority
Overlays, September 30, 1977

The following data on the subject projects is supplied for your information.

[illegible]

Region 1 - McBridge Creek-Bennet Road Section
Lower Columbia River Highway

Survey will take four weeks after starting. Can start when construction slows down. Assuming 3½" overlay, construct four left-turn lanes and incidental widening will bring project cost to approximately $900,000. Material source to be commercial. No right of way required. Hardt would like to use the rest of the $1,500,000 on the Warm Springs Highway project. See attached teletype from Region.

Jan letting
Add to planned overlay.

Region 2 - Deer Park Drive-Silver Creek Falls Intchge Section
North Santiam Highway

Simple overlay, no right of way, drainage or widening needed. Survey has been completed. Estimate is about 50% of what is allowed in Klaboe's letter. Sheldrake would like to take the rest and do the Bellevue-McMinnville Section of the Salmon River Highway.

Dec letting
O.K. Let in one Contr.?

Region 3 - Elbow Lake-Gardiner Section
Oregon Coast Highway

Right of way not required, commercial material source. Straight overlay project with 2" leveling and 2" wearing course. Construct 11,100 feet of new guardrail. Estimate, $1,100,000. See attachment from Region.

Dec. letting

Region 4 - Warm Springs Jct-Willows Section
Warm Springs Highway

Crew available to start 10/10/77, one week to do survey. Widening will be performed by State forces. Approximately 1200 feet new guardrail needed, basic section to be 32' top width. Material source is at Pole Hill and is owned by Warm Springs Indians; will need their permission to use. Estimate okay. No right of way required.

Jan letting

Region 5 - Grant County Line-Fuqua Creek Section
John Day-Burns Highway

Dec. letting

Based on prices bid for adjacent job, length of proposed project could be extended to Devine Ridge Road, about 5.1 miles. Twenty-six-foot top width, no grading required. Two-inch AC for leveling and 1½" AC wearing course. No guardrail, right of way or drainage required. Material source available within project limits. Survey completed except for approximately 2 weeks for material source development and checking on material under shoulders.

See attachment from Region.

Attachments

FET:mc

cc	J. H. Versteeg	(w/att)
	R. N. Bothman	"
	E. L. Hardt	"
	John Sheldrake	"
	Alfred Shirley, Jr.	"
	Carl Williams	"
	W. E. Schwartz	"

6883

LRW LAG 18 10-7-77 8.50 AM

FRANK TERPIN
LOCATION

RE REGION 5 PRIORITY OVERLAY

BASED ON THE COST OF THE COTTONWOOD CREEK- HARNEY COUNTY LINE PROJECT THAT IS NOW UNDERWAY WE RECOMMEND THE FOLLOWING WITH THE $690,000 ALLOTTED TO THIS REGION -

HWY. 43. MP 40.38 TO 51.84 46.7
HARNEY COUNTY LINE TO DEVINE RIDGE ROAD SEC.

51.8
46.7
5.1

26 FOOT WIDE OVERLAY. EXISTING PAVEMENT 20 TO 22 FEET. EXISTING ROADBED WILL ACCOMMODATE 26 FEET WITH NO EMBANKMENT. PRELIMINARY INVESTIGATION INDICATES THERE IS ADEQUATE BASE ROCK UNDER THE EXISTING SHOULDERS FOR THE TWO TO THREE FOOT WIDENING. MUST HAVE AT LEAST 1 1/2 INCH AC LEVELING, 2 INCH RECOMMENDED WITH A 1 1/2 INCH OVERLAY. THIS SECTION IS BADLY OUT OF SHAPE AND BROKEN. THREE INCH MINIMUM OVERLAY REQUIRED.

NO OVXX GUARDRAIL, EXCAVATION, EMBANKMENT, RIGHT OF WAY OR DRAINAGE IS REQUIRED. SURVEY WILL BE LIMITED TO MATERIAL SOURCE DEVELOPMENT PLAN AND FURTHER CHECKING ON MATERIAL UNDER SHOULDERS. MAXIMUM OF TWO WEEKS WORK.

$-¾3 A
DALE ALLEN

DLM¾4.

RECEIVED
OCT 7 1977
LOCATION
SECTION

LWR MIL TT11 10-[illegible]-77 9P10-7 -AM

6883

HACKLEMAN IN LOCATION

HERE IS DATA ON OVERLAY ON LOWER COLUMBIA RIVER HWY BENNETT RD
TO MCBRIDE CR.
ASSUME 3¼ INCH THICKNESS,VARIABLE WIDTH,TONNAGE IS 30,700.
AT $20 PER TON, COST IS $614,99// $614,000.
4 L.T.L. NEEDED WITH INCIDENTAL WIDENING COST TOTAL $40,000
WITH 20PERCENT E. AND C. TOTAL COST WOULD BE ABOUT $800,000.
SURVEY WILL TAKE 4 WEEKS AND WE COULD FIND PEOPLE FOR IT, THE
LATER THE// IN THE SEASON THE BETTER. MATERIAL SOURCE WILL BE
COMMERCIAL. SINCE $1,500,000 IS SET UP FOR PROJECT WE WOULD LIKE
¼93USE THE EXTRA ON THE WARM SPRINGS HWY OVERLAY IF POSSIBLE.
¼83¾/// FIELD WORK ON THAT IS WELL ALONG.

VK¾4.

TT 11 FROM MIL IS SIGNED BY ED HARDT

VK¾4.

LRW MIL 12 10-7-77 10.45

HACKLEMAN IN LOCATION

ADD TO SENTENCE ABOUT 20 PERCENT E.¼ /// E.C. TOTALL COST.
¼94 GROSS ESTIMATIN COST WOULD BE UNDER $1,000,000.

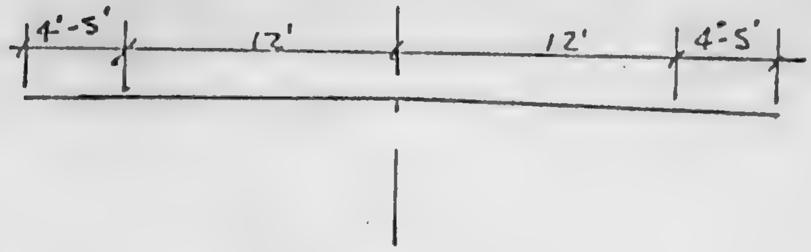
SORRY AND THANK YOU

GGW¾4.

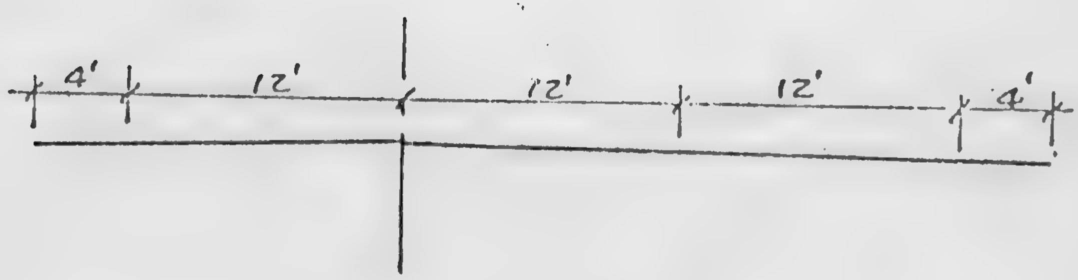
Calcul: ELBOW LN - GARDINER SECTION

Made

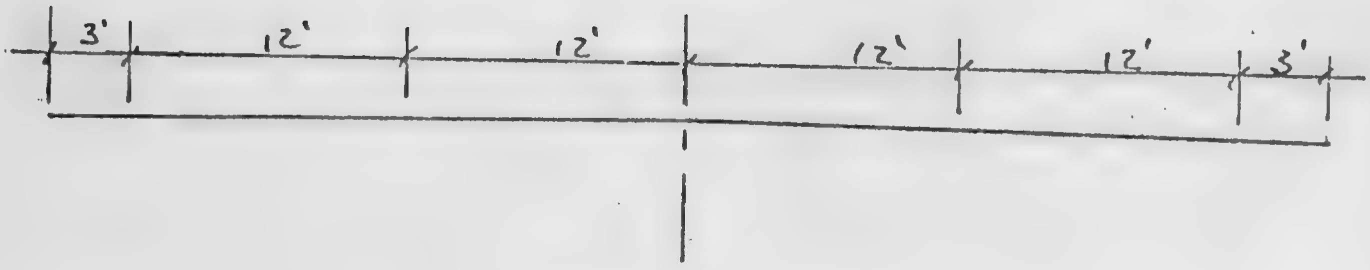
TYPICAL SECTIONS



TWO LANE



THREE LANE



FOUR LANE

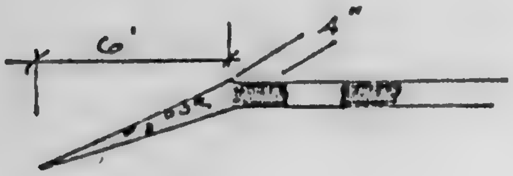
OREGON STATE HIGHWAY DIVISION

Calculation

Made by Checked by

SHLD. AGGR.

4.97 MI. (2) (5280) = 52,480' (0.037) (1.3) = 2500 YD^3



AREA = $\frac{6(0.33)}{27(2)}$ = 0.037

1 2

OREGON STATE HIGHWAY DIVISION

Calculations Elbow Lk. - Gardiner Sect. Ore. Coast. Hwy.
Made by Grassman 10 1 77 Checked by 19 Book No.

OVERLAY QUANTITIES

MP.	- M. P.	WIDTH	=	FT ^{2}
204.23	204.33	34'		17,950
204.33	205.75	44'		329,890
205.75	206.65	54'		256,610
206.65	208.42	44'		411,210
208.42	208.84	46'		102,010
208.84	209.20	34'		64,630
				1,182,300

ASSUME 2" Leveling + 2" Overlay

1,182,300 (4) (0.00621) = 29,370 Ton

NEW GUARD RAIL

TOTAL = 11,100 FT.

ADJ. GUARD RAIL

TOTAL = 2,640 FT.

A.C. CURB

TOTAL = 2,900 FT.

PRELIMINARY QUANTITY AND COST ESTIMATE

Project: Elbow Lk - Gardiner Highway: Oregon Coast

County: Douglas Date: 10/6/77

page 1 of

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	Aggr. Base	Cu. Yd.	2500	8.00	20,000
2	Asphaltic Conc.	Ton	30,000	20.00	600,000
3	Adj. Guar Rail	Lin. Ft.	2,650	2.00	5,300
4	Guard Rail, Type 2A	Lin. Ft.	11,100	8.00	88,800
5	A.C. Curb	Lin. Ft.	3,000	2.00	6,000
			Subtotal		720,100
	Engineering & Contingencies @ 50%				360,050
	(Incl. Prot. & Div. & Flagging)		Total		$1,080,150
	R/W Not Required				
	Widening includes existing climbing lanes in				
	both directions.				
	Commercial Mat'l Source				

8662

8

DATE: September 30, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Priority Overlays

There are some $10+ million of state construction projects included in our 1977-79 budget. I have been a little concerned about getting at least a portion of that money under contract early enough next year so that we can get the work done during the 1978 construction season.

Each of the five Regions has submitted a priority list of overlays and I have selected the top priority from each Region to work up contracts on so that we will be ready to let them in the January-March area next year. All of these projects are listed in Program B in the new preliminary Six-Year Highway Program.

These contracts are:

Region 1

McBridge Creek-Bennett Road Section of the Lower Columbia River Highway--estimated to cost $1,500,000

Region 2

The Deer Park Drive, S.E.-Junction Silver Creek Falls Highway Section of the North Santiam Highway--estimated to cost $954,000

Region 3

Elbow Lake-Gardner Section of the Oregon Coast Highway--estimated to cost $1,200,000

Region 4

Warm Springs Junction-Willow Section of the Warm Springs Highway--estimated to cost $800,000

Region 5

Harney County Line-Fuqua Creek Section of the John Day-Burns Highway--estimated to cost $690,000.

Please work up these jobs this fall and winter in anticipation of Commission approval early next year.

FBK:srb

cc: Robert A. Burco
H. S. Coulter
L. W. Rulien
D. H. Moehring

8662

9

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 30, 1977

FROM: E. S. Hunter Ed
Technical Services Engineer

SUBJECT:

It is my understanding that Mr. Klaboe would like to use some of our bank balance in furthering a State construction overlay and operational improvement program. Additionally, it is now that time of the year when maintenance rock production projects should be identified and placed on the letting schedule for this winter.

It is important for Technical Services to have these projects identified as soon as possible in order that they might be combined with appropriate projects and blended into the letting schedule during the winter months.

ESH:ja

cc F. B. Klaboe
L. W. Rulien
D. H. Moehring ✓
J. H. Versteeg

8663 NE Marine Dr.-NE Holman St. 1977
Sec. of E. Ptld. Fwy. near
Parkrose (Grading)

866-

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(23)316

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: 80035

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 11 '79
REFER TO
Keasey
FOR
Info Act File

7/11 [illegible]

DATE PS & E APPROVED: 11-22-77

DATE AUTHORIZATION EFFECTIVE: 4-26-78

FEDERAL ROUTE NUMBER: Interstate 205

STATE ROUTE NUMBER: Primary 64

GENERAL LOCATION:
NE Marine Dr. - NE Holman Street Section

GENERAL DESCRIPTION OF WORK:
Furnish fill settlement devices

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 4-26-78, as requested in Mr. Keasey's letters of 5-23-78 & 6-29-79 as being in the public interest to proceed with the above work. Work as represented by State Force Order No. 2 is approved for TEC NTE $19,072.50 Federal Funds $17,593.

DATE: 7-6-79

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#613 ☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628 9

cc: State (H. S. Coulte)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DE RTMENT OF TRANSPORTATION
FE L HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

2-21-79

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 2-21-79	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. I-205-7(23)316
COMPLETION DATE 5-1-78	ACCEPTANCE DATE BY CONTRACT AGENCY 8-3-78	TIME ELAPSED 100 %	CONTRACT TIME SCD 5-1-78
APPROVED EXTENSIONS None	LOCATION I-205 @ Marine Drive - Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MARINE DR.-HOLMAN ST.
EAST PORTLAND FREEWAY
Embankment

This project provided for embankment by dredge method on the approach to the Columbia River crossing. An extensive foundation settlement monitoring system was installed and continuous readings taken. This system will be monitored for a long period to verify or calibrate foundation predictions and a report prepared.

The project was completed at a final cost of $1,052,100 representing a 4 percent underrun.

RECEIVED
STATE HWY ENGR
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cy Keasey
FOR
Info Inves R/D D/R Sign Act File

COPY SENT
MAR 01 1979
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE CTChristianson C. T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2-22-79	TITLE Field Operations Engineer	DATE 2-21-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8663 - 26 State

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL *To be completed by Washington Headquarters Personnel*

2 – 4	5 – 8	9 – 12	13 – 15
16 – 18	19 – 22	23 – 24	25 – 27	28 – 30	31 – 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

CARD A

STATE ★ Oregon	COUNTY Multnomah	FEDERAL PROJECT NO. ★ I-205-7(23)316	URBAN (✓) ★ RURAL ( )

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
	CONSTRUCTION TYPE CODES		0010		DATE STARTED ★ January 17, 1978
20	FINAL CONSTRUCTION COST★	DOL.	997,218		DATE COMPLETED ★ May 1, 1978
21	LENGTH OF PROJECT	MILES	.438		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR ★ *(Roadway and Bridges Combined)*	15,655	$205,473

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES ★	DOL.	$136,322	–
	9	PETROLEUM PRODUCTS ★	GAL.	126,500	–
	1	CEMENT	BBL.	–	–
CARD C	2	AGGREGATES PURCHASED	TON.	–	–
	92		CU. YD.	680	–
	3	BITUMINOUS MATERIAL	GAL.	–	–
	4	LUMBER	THSD. BD. FT.		–
CARD D	5	TIMBER PILING	LIN. FT.		–
	7	REINFORCING STEEL	LB.	–	–
	8	STRUCTURAL STEEL	LB.	–	–
	10	EXPLOSIVES	LB.	–	–
CARD E	11	READY-MIXED CONCRETE	CU. YD.	–	–
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	8	
	15	AGGREGATES PRODUCED	TON	–	–
	95		CU. YD.	–	–
CARD F	16	MISCELLANEOUS STEEL	LB.	–	–
	17	FENCING	LIN. FT.	1,487	–
	18	GUARDRAIL	LIN. FT.	–	–
	19	BRIDGE RAIL	LIN. FT.	–	–
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		–
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORR. STEEL CULVERT	
		18"	120
		24"	120
		48"	376
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 – 52	53 – 61	62 – 70	[redacted]

★ MUST BE REPORTED ON ALL REPORTS REVIEWED BY: DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM PR-47 (REV. 9-74)

8663

8

August 4, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentleman:

Contract No. 8663 awarded to Osberg Construction Co. for work on the N.E. Marine Drive-N.E. Holman Street Section of the East Portland Freeway in Multnomah County was completed on May 1, 1978, and accepted by the State Highway Engineer on August 3, 1978.

Final payment in the amount of $41,649.41 will be released to the contractor after August 9, 1978. The total contract amount is $840,900.13 including $7,911.85 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Osberg Construction Co.
1132 N. 128th Street
Seattle, WA 98133

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

1-205-35

8663

Salem, Oregon
July 18, 1978

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

NE Marine Drive-NE Holman St.
East Portland Freeway
Multnomah County

W. A. Tison
Resident Engineer

Your "as constructed" narrative report was very interesting. I was quite surprised at the method used to contain the deposit of dredged material. It seems logical to construct a perimeter dike by excavating a trench but to make the dike 12' high seems unnecessary. I would have expected the contractor to use the pumped sand materials to increase the dike height.

I wanted very much to see this dredging project in operation but did not make it. As you describe it I guess there really wasn't much to see except a lot of water. I have seen the completed fill, however, and I find that a 700,000 cubic yard sandpile is quite impressive.

FE:jh
cc: E. L. Hardt

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUL 18 1978
ENGINEERING
SECTION

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8

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: July 13, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Marine Drive-Holman Street
I-205-7(23) 316
East Portland Freeway
Fill Settlement Monitoring

Our Region Geologist, Clarence Eshelman, has been asked to start collecting and organizing the information necessary to prepare a report on the fill settlement measures taken on this project.

Settlement and pore pressure measurements will continue to be taken throughout the current contract, the Marine Drive-Failing Section. When this project is finished, about June 1979, the report will be written; however, the settlement and pore pressures will continue to be taken to measure the long-term settlement expected.

MC:cr ji

bc: Edward L. Hardt
Clarence Eshelman
William Tison

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem OR 97301

DATE: June 30, 1978

In reply refer to: HFO.6-OR

RECEIVED
STATE HWY ENG
JUL 6 '78
REFER TO Ed Hardt
FOR
Info ☐ Inves ☐ R/D ☑ D/R ☐ Sign ☐ Act ☐ File ☐

SUBJECT: Oregon I-205-7(23) 316
Marine Drive - Holman St.
East Portland Freeway
Fill Settlement Monitoring

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

In connection with the ongoing settlement monitoring on this project I believe it would be of significant value to prepare a report describing the instrumentation used and the results obtained. Since some of the instrumentation has not been previously used by ODOT, and some duplication of instrumentation was utilized (horizontal inclinometers, settlement plates, and manometers), the effort is somewhat experimental.

A comprehensive report describing the instrumentation used, results obtained, costs, etc. will be of benefit to the Oregon DOT in assessing the use of similar instrumentation on future projects. In addition, since this project marks one of the few major highway projects on which horizontal inclinometers have been used for measuring settlement, the report may be of interest nationally. I suggest that the report be prepared in a manner suitable for publication in the Highway FOCUS magazine. For that purpose the following suggested outline is offered: ✓

1. Brief description of project.
2. Brief description of subsurface soil conditions (include typical x-sect. of subsurface soil conditions and proposed fill).
3. Description of instrumentation and installation (include pictures, sketches, x-sects., etc.).
4. Purpose of instrumentation.
5 Instrumentation costs.
6. Results of Instrumentation (narrative plus data plots per attachment A).
7. Evaluation of Results.

8. Use of Instrumentation to Control Fill Placement.

9. Comparison of differnet types of settlement monitoring instrumentation.

10 Conclusions.

In order for the report to be complete I realize that it cannot be finalized until field settlement ceases which could take another 12-24 months. This request is provided at this time so that much of the report information that is presently available can be put together in the near future while it is fresh in everyone's mind.

With the cooperation of our Regional Geotechnical Engineer we will be happy to assist you in any way possible. The report should of course be prepared by the soil and geology personnel who have been responsible for the instrumentation project.

G. K. Horsner

for G. L. Green

cc:
Region (HED-010.8)
OSHD (Marion Craft, Reg 1)

Form 81-734-1384 (9-77)

8663

Oregon Department of Transportation
HIGHWAY DIVISION

1-205-35

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

Project Name NE MARINE DRIVE-NE HOLMAN ST.		Contract No. 8663
Highway EAST PORTLAND FREEWAY	County MULTNOMAH	Prefix No. 626-1090

Contract Time Elapsed 100 %	Contract Work Completed 100%	Contract Work Quality Very good	Contract Work Progress Good	F.A. Project No. I-205-7(23)316

Inspection date: 6/23/78
By: Marion Craft

In company with: Bill Tison, George Hopkins - Previously inspected by Carl Williams

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

The project was done in a very efficient and workmanlike manner, by a very capable dredging contractor. About 710,000 cu. yds. of sand were dredged in, as opposed to 706,000 set up in the contract. The slopes look good, with the seeding just starting to show. Due to the wet spring and early summer, there hasn't been any problem with the sand drying out and blowing around.

There were settlement monitoring and pore pressure devices installed under this contract and they will be used to measure and control construction progress on the project now under contract, the NE Marine Dr.-NE Failing Section.

This was one of the cleanest, best run projects I've ever been associated with, thanks to the thoroughness of the design, the administering of the contract by the resident engineer, and the prosecution of the contract by the contractor.

The project is considered as acceptable according to the plans and specifications.

S
OE HE RME RCE BE
TE RECEIVED RSM
UE JUN 28 1978 RSE
SO REGION 1 RBI
TO

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

NA	Date opened to traffic or in operation
May 1, 1978	Date of Second Notification
--	Date Contractor's notice for semi-final inspection received
May 1, 1978	Date Contractor removed equipment, plant, etc.
June 7, 1978	Estimated submittal date of semi-final estimate
May 1, 1978	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
~~Project Engineer (If Applicable)~~

Signed Marion Craft
Title REGION CONSTRUCTION ENGINEER

cc: Hal Versteeg - For your info
ECH

1-205-35

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 21, 1978

Merlyn Anderson

FROM: Merlyn Anderson
Landscape Designer

TO: MEMO TO THE FILES

SUBJECT: Field Review
I-205 Marine Dr.-Holman
Effectiveness of Temporary
Erosion Control Measures
on Sand Fill

1 Versteeg ✓
3 Christensen
George
Olson
Terpin
2 Sullivan
Scott
Savage

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JUN 26 1978
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W.H.P.
JCV
RCL

Major Type Erosion: Wind

1. Slopes: Straw mulch was punched into the soil at approximately 2,000 lbs. per acre.

Comments:

a. Erosion was not noticeable.

b. Straw mulch was not covering the slope uniformly. Top and toe of slopes were void of straw on surface. (Critical erosion areas.)

c. A bulldozer tracking vertically up and down the slope was the method used to punch in the straw. The bulldozer displaced the sand resulting in (a) burying the straw at the top and toe of slope; (b) left deep rutted tracks resulting in a very rough slope subject to greater potential for erosion. I reviewed the procedure used for punching in the straw with Bill Tison, Resident Engineer, as the specifications called for using a modified sheepsfoot roller or flat bladed disc. Bill said a sheepsfoot roller was tried but didn't work effectively. Possibly we should review punching in methods for sand fill situations.

d. Although we have not had severe winds for an effective evaluation of the punched in straw, I agree with Bill in that IT IS a necessary precaution.

2. Flat Surface Area on Top of Fill (Future Roadway)

Comments:

a. A tacking material (Tera Tack II) was applied to bind the sand particles and form a surface crust. Very little surface crusting was noted. Application rate specified could have been greater although no wind erosion was apparent. Bill Tison thought possibly increasing the water ratio would have provided better coverage and deeper penetration.

b. The surface area is rutted and rough which could create greater potential for wind erosion.

3. General Comments:

Under normal earth fill conditions I'm sure the erosion control material and method of application used for this project would have provided excellent protection. I do question the effectiveness achieved by these methods on sand fills such as this project. There is some protection, but is it enough? I recommend on similar future projects that we review: (a) requirements for fill slope surface conditions; (b) application rates of material; and, (c) application procedures.

MA:ab

REFERRED TO
Beard 4 Stoudenmeyer
2 Cole W.C. 5 Sample
1 Eriksen F.E. 3 Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8663

5205-35

FORM 81-734-3030

REFERRED TO

___Beard___ ___Stoudenmeyer___
✓ ___Cole___ ___Sample___
___Eriksen___ 35 FILE: ___Watson___
___Hager___ ___Dorn___ ___Lau___
[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 9, 1978

FROM: F. W. Yarbrough
Soils Engineer

TO: J. H. Versteeg
Head of Engineering

SUBJECT: Marine Drive-Holman Street
East Portland Freeway I-205
Multnomah County
Foundation Pressure and Settlement

At your suggestion, the piezometer pressure data and settlement measurements obtained during the hydraulic filling at the subject section have been reviewed and prints of plots are attached.

Pore pressure build-up at shallow depth near the toe of the fill was predetermined by analysis to be most critical to stability during construction. These pressures are plotted in a group at the top of print A. For the most part they were negligible. It was expected that these pressures might go as high as the height of fill above ground surface. Instead, they began to decrease toward static water level when the sand was about half in place. These pressures are expected to rise only slightly when the Marine Drive-Failing St. (final grading) is under way. If this expectation is realized, the controlled rate of placing fill required by the specifications is very conservative.

Piezometer pressures at the centerline of the fill at two locations is shown on print B. At station 127, near Marine Drive, they are low to negligible, due to a sand layer at 40 feet depth which permitted the water to escape rather readily. But at station 141, the pressure reached 1-1/2 times the height of fill in feet of water above ground surface because there was no sand formation underdrain here. These measurements at centerline are of interest only to help show the distribution of pressure throughout the foundation. Knowing the distribution of pressure would help in analysis in case the pressure was found critical near the toe.

Print C is a plot of the settlements measured to date by the horizontal inclinometer instruments. There are two other sets of instruments and none correlate as to amount; but they should as to rate which is the critical feature. What they indicate so far is that it probably is going to be 24 months before the settlement is within one or two tenths of the total. Therefore, filling should proceed as soon as possible, particularly on the mainline, to provide as long a settlement period as can be obtained.

FWY:af

cc: Frank Terpin
Marion Craft
William Tison
C. T. Christianson (with copy for Ron Chassie)
C. J. Eshelman

1 Versteeg___
2 Christensen Doc
___George___
3 Olson ault
4 Terpin T
5 Sullivan JWB
___Scott___
___Savage___

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NOTED
G. C. WILLS

RECEIVED
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LOCATION SECTION

NOTED
W. N. HACKLEMAN

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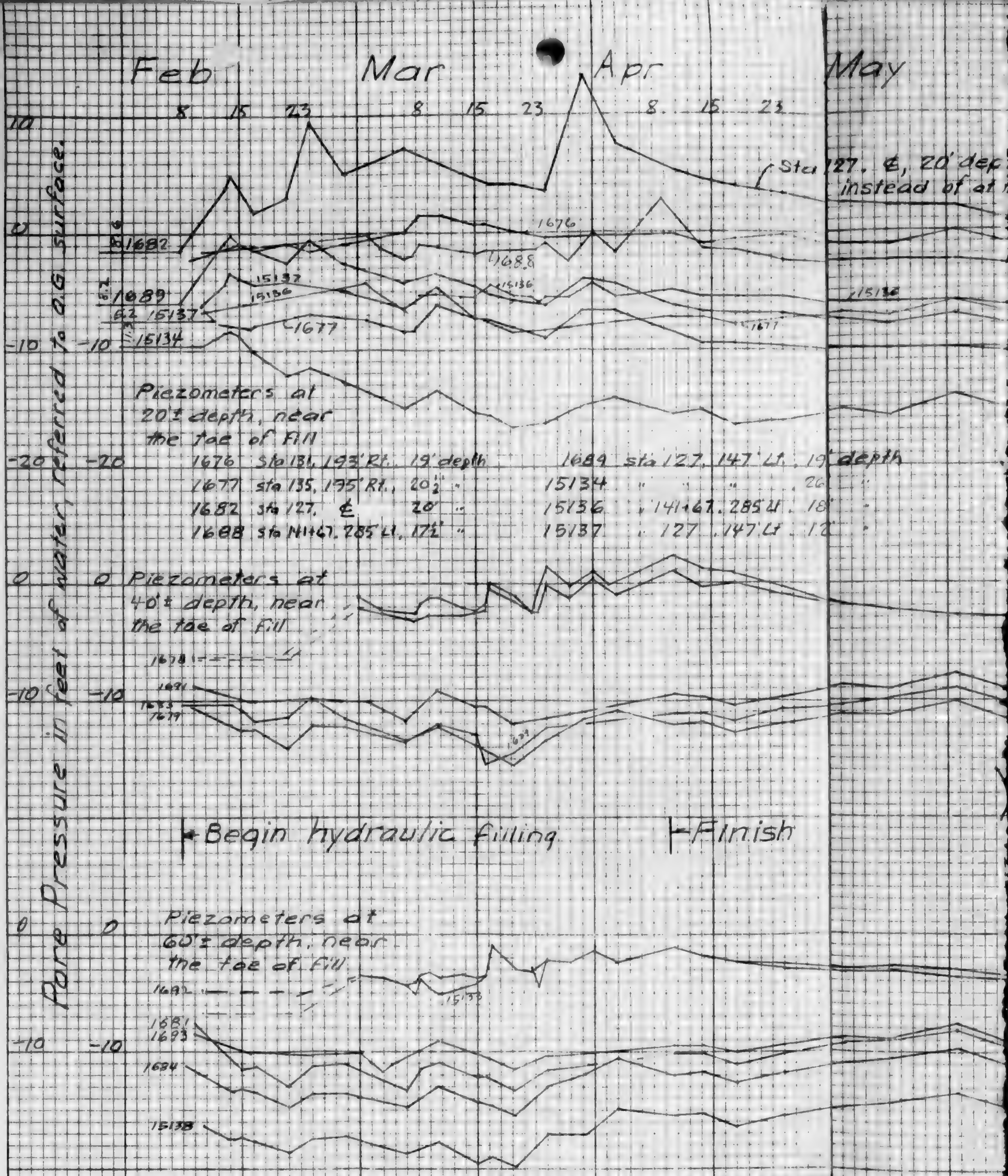
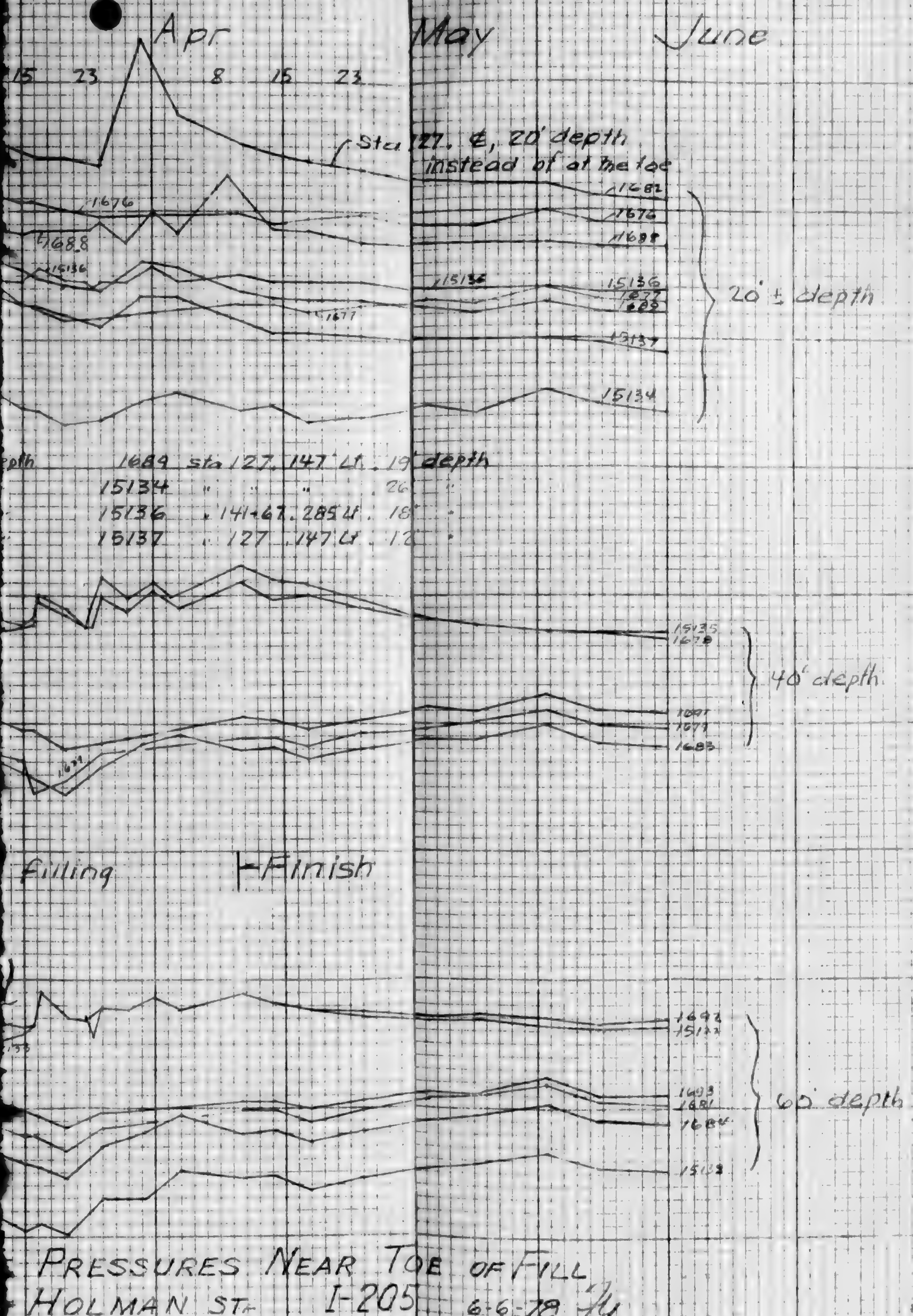
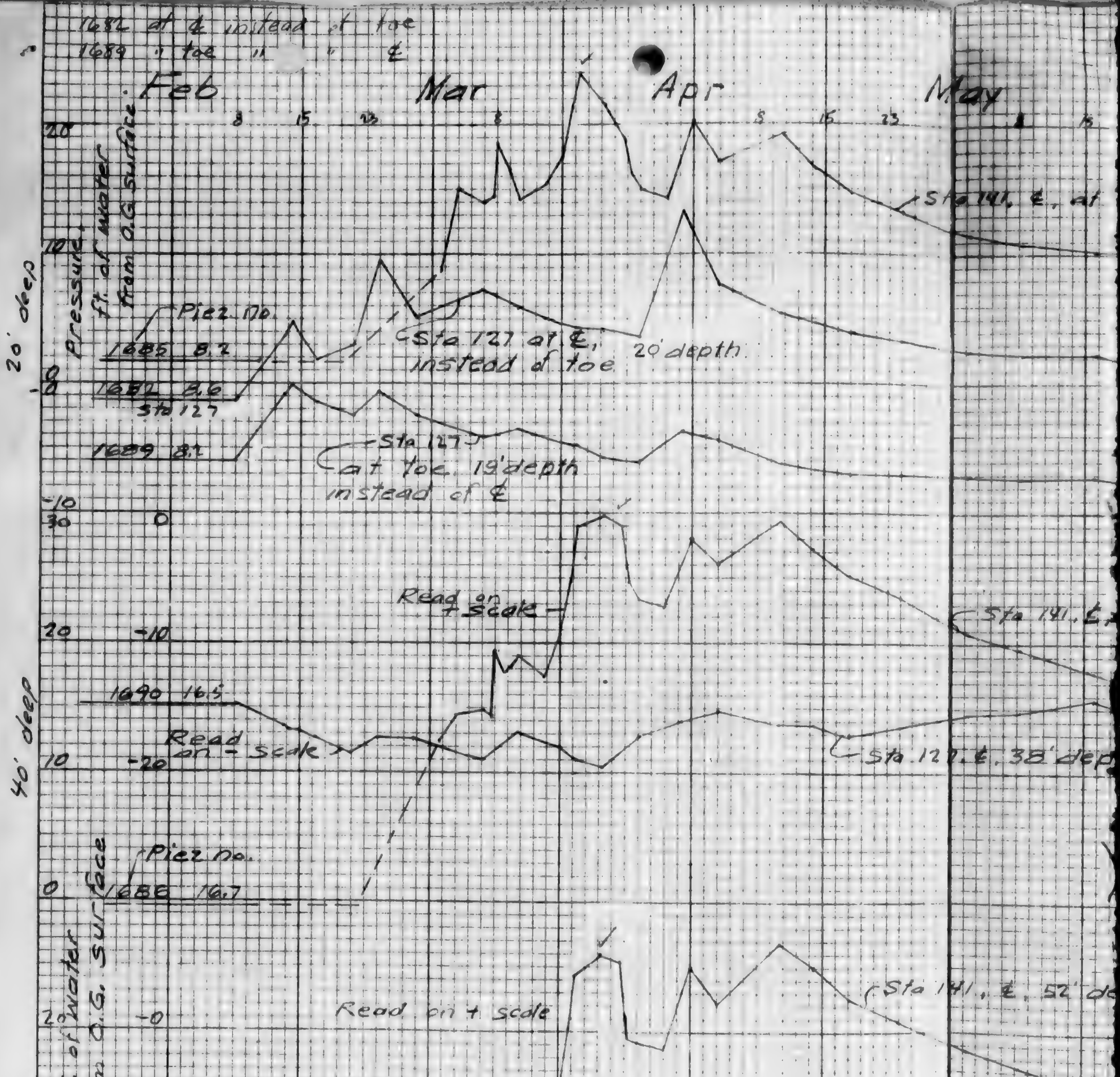


FOUNDATION PORE PRESSURES NEAR TOE OF FILL
MARINE DRIVE - HOLMAN ST. I-205 6-6-78



PRESSURES NEAR TOE OF FILL
HOLMAN ST. I-205 6-6-78 fy.

A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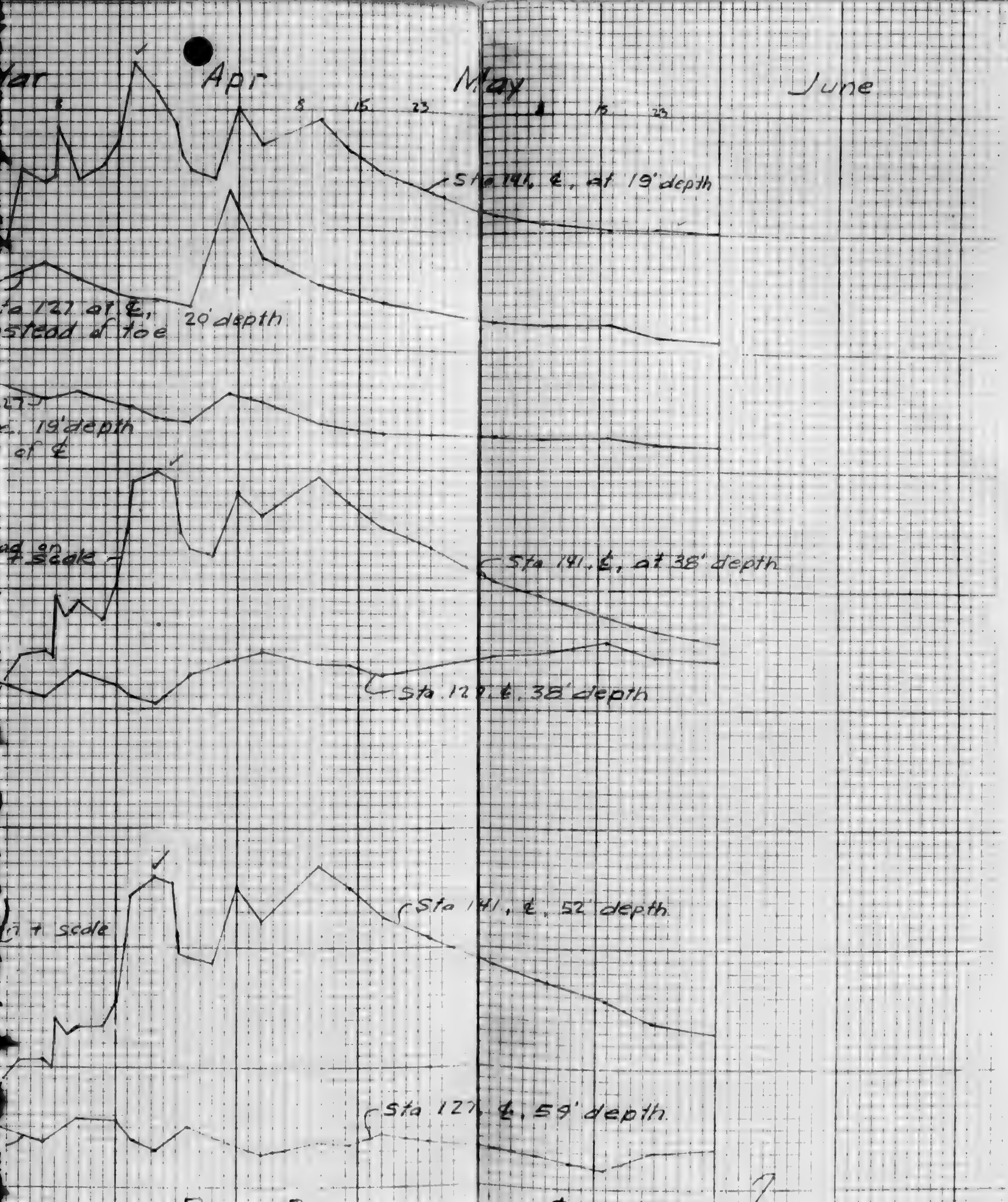
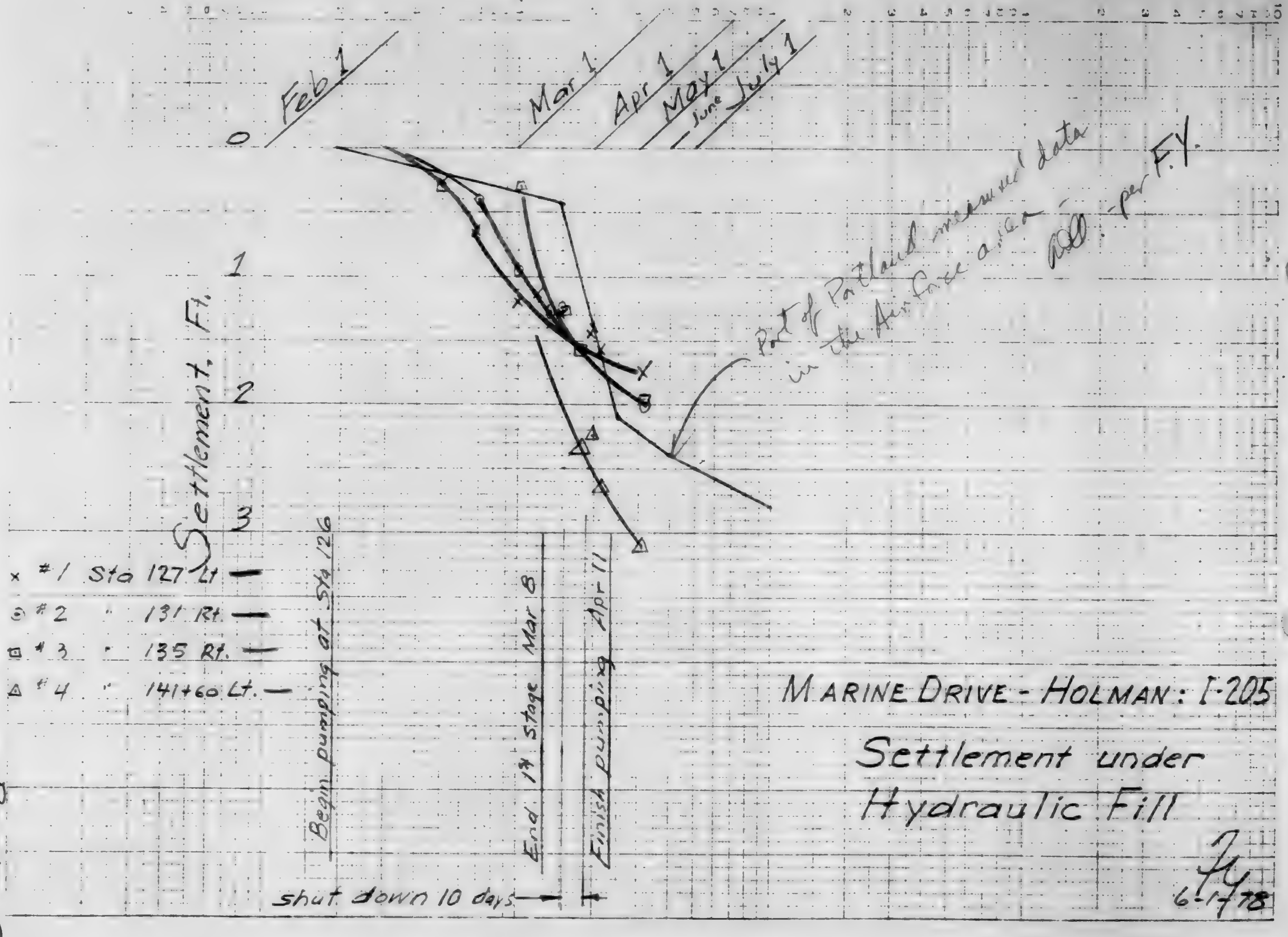
FOUNDATION PORE PRESSURES AT ℄ OF
Marine Drive - Holman st. I-2



NDATION PORE PRESSURES AT ℄ OF FILL
Marine Drive - Holman St. I-205

fy 6-16-78

B



MARINE DRIVE - HOLMAN: I-205

Settlement under Hydraulic Fill

Fy
6-1-78

PRINT C

8663

1-205-35
5-16-78

Please prepare letter of acknowledgement.

REFERRED TO
Beard Staudenmeyer
Cole Sample
1 Eriksen FE Watson
Hager Dorn Lau
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

N.E. MARINE DRIVE - N.E. HOLMAN STREET
East Portland Freeway
Multnomah County
F.A.P. No. I-205-7(23)316
Contract No. 8663 Prefix No. 626-1090

Contractor: Osberg Construction Co.

Versteeg
1 Christensen DOC
George
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ok Sullivan copy
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JUN 12 1978
ENGINEERING SECTION

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REPORT ON PROJECT

Description:

This project with an overall length of 2,310 lineal feet consisted basically in dredging sand from the south channel of the Columbia River to serve as embankment material for the future I-205 Freeway. The project also consisted in some drainage work. Some signing andtraffic beacons were installed at N.E. Marine Drive and 112th Street intersections by Order for Extra Work.

The area where the embankment was placed was bound by the newly constructed N.E. Marine Drive at the northerly terminus of the project and N.E. Holman Street at the southerly terminus of the project. The top soil had been stripped from this area in past years and a 48-inch strutted C.M.P. had been installed. The area was quite low and the water table existed approximately 30 inches below the surface of the old ground.

The project was awarded December 19, 1977 and work began January 17, 1978.

Grading (Dredging):

Prior to the start of the dredging operations it was necessary for the contractor to do a considerable amount of preliminary work. This entailed excavation of the original ground to construct a dike approximately 30 feet inside the toe of the fill. This dike was constructed approximately 12 feet high around the perimeter of the fill. The excavation work was basically done by use of a P & H 2¼ cubic yard backhoe although a Koering 1¼ cubic yard backhoe was used for some of the work. A 20 foot wide trench averaging 5 feet in depth was excavated around the boundaries of the fill to obtain enough material to construct the dike. As mentioned above, the water table existed approximately 30 inches below the original ground surface, making it nearly impossible for a tractor and dozer to work on construction of the dike. The contractor was able to use a dozer on a small amount of work where the ground was higher.

While the dike work was under construction, the contractor drove piling at Marine Drive. Three sets of two piling each were driven each side of the highway leaving a 60 foot span to cross the highway. Two 20-inch dredge pipes with wall thickness of ½ inch 39 feet long were used. These were butt welded together. A 24-inch collar with a wall thickness of ½ inch was placed over the butt weld and in turn was welded at both ends. This joint was placed on the piling so that it was at mid point of 60 foot span. Vertical clearance of the dredge pipe over N.E. Marine Drive exceeded 20 feet at the highest portion over the traveled way. 60 feet of concrete barricade was installed on each side of the highway to protect the public from possibly hitting the piling structures. Please note that the barrier was from Washington State and is 10 feet long.

While the contractor was busy constructing the dikes and installing culvert pipe, the State installed devises and instruments to monitor the pore pressure and settlement of the fill. The trenches for these devises were excavated by the contractor. They also furnished and placed the pipe conduits as needed. This was done by Order for Extra Work since the State was not in a position to do the work without holding up the contractor's operations.

The contractor worked day and night shifts with the backhoes on the dike construction. On February 8, 1978 all preliminary work was completed and dredging operations began on a round the clock basis. Runoff water from the operation was routed into the ditch that exists between the outlet end of the 48-inch culvert and Columbia Slough at 82nd Street. This is a long route and the ditch and street cross culverts would not have been adequate to handle more water than the 20-inch dredge used by the contractor put out.

The work progressed very smoothly. The only initial problem encountered was the depth of the channel at the southerly side of the excavation. It was deeper than anticipated which in turn was only producing a 6' depth excavation instead of planned 16' depth. The contractor was allowed to increase his depth to -22 Columbia River Datum. At this depth we were assured of having sufficient material to complete the work. At estimate remeasure on March 5 the dredge had pumped just shy of 500,000 cubic yards of material to the fill. This is amazing to an onlooker who does not see much of anything except a tremendous amount of water running - but come back the next day and it is unbelievable to see the amount of sand pumped and the progress of the pipe line.

On February 24 it was decided that a channel should be excavated to the southerly shore line of Government Island approximately Station 98+25. We wanted to be sure that this channel was completed before the embankment was finished. The channel was excavated 250 feet wide (100' down stream and 150 feet upstream from the centerline of the future freeway structure). This channel was completed to Station 98+25± on March 15.

The next measurement of the embankment as staked was 665,000 cubic yards or approximately 40,000 cubic yards less than the planned net quantity of 705,000 cubic yards. Part of the shortage was due to the fact that we did not have R/W cleared left of Stations 141+50 - 148+00. In this area the embankment was held in so as not to encroach on the R/W not cleared. It is this writer's understanding that there is not an abbundance of materials available to complete I-205 requirements. Because of this and the fact that the slopes and the length of the stub ramps as staked probably were different than as designed by Salem, it was decided that we should obtain contract net quantities. To obtain 40,000 cubic yards it was decided to construct the embankment to final position left of Stations 141+50 - 148+00. R/W in this area was cleared. To do this it was necessary to extend the 48-inch culvert 80 feet. This installation required additional 40 feet of extention beyond the 40 foot extention of the culvert planned for the future N.E. Marine Drive - N.E. Failing Street project. It was also necessary to construct inlet ditches along the R/W line to the 48-inch culvert. This work was accomplished by Order for Extra Work since no bid item existed in the contract for ditch excavation. Approximately 17,000 cubic yards of the 40,000 cubic yards shortage was gained. The remaining 23,000 cubic yards was placed on top of Stage 2 from Station 127 - 141.

Dredging was completed on April 8, 1978. Only one problem of any significance occurred during the construction of the embankment. A complaint was made by a resident with a home on the bank of the river approximately 1½ miles upstream from the dredge that noise from the operation was interrupting their sleep after midnight when the traffic noise on Marine Drive had subsided. Tony George of the Salem Environmental Section investigated the noise complaint and found that the operation was in violation of the 55 dBA night time construction noise design level. At about this time the contractor decided to dredge from 8:00 A.M. until 12:00 midnight so the problem was eliminated.

Drainage:

Prior to completion of the dike and the start of dredging the contractor removed 240 lineal feet of existing 48-inch culvert, replaced the removed culvert pipe with new pipe using a total of 296 lineal feet. This permitted the dike to be completed and dredging operation began. Later as dredging progressed it was necessary to extend the culvert an additional 80 feet as the embankment was widened to final position.

This extention of 80 feet included a 40 foot extention to be made on a future contract plus an additional 40 feet. The designed length of this culvert was in error probably because of the skew of the culvert pipe making it extremely difficult to determine the exact length required. It was also determined that original ground line as computed by Design for the trench excavation did not take in to account the fact that the existing culvert had embankment placed over the top of it approximately four feet deep. The contract plans indicated on Sheet 2A 100 feet of granular backfill to be placed but quantities were computed for the full length of culvert to be placed. Information furnished Design on the kind of culvert pipe existing also was in error as the existing pipe was of helical design.

Mulching:

The Special Provision for the project specified 90 pounds of Tera Tack II binder to be mixed with 750 gallons of water per acre. According to the supplier and also our landscape people in Salem, 90 pounds of Tera Tack II is double what is necessary. A price agreement was made permitting the contractor to reduce the binder to 45 pounds to the acre. It is felt by this office that the 45 pounds of Tera Tack II mixed with 750 gallons of water produced a scimpy cover on the dredged sand - a protection that would not last over an extended period of time. 90 pounds of binder mixed with 1500 gallons of water per acre would have given a much better cover. Extreme difficulty was encountered in punching the straw into the slopes. We ended up walking the straw into the slopes with a dozer. The specified 150 lbs. of wood cellulose fiber colored with green dye added to the mulch binder was not visable enough on the sand to aid in determining good coverage of the binder.

Engineering:

Other than mentioned in the drainage section of this report, the plans and specifications for this project were very good. No problems were encountered in the construction work. The original authorization should have included money for the deflection and pore pressure devices installed by the Region Geologists. The work was completed May 1, 1978.

W. A. Tison

W. A. Tison
Resident Engineer
May 16, 1978

STATEMENT OF OVERRUNS AND UNDERRUNS

N.E. Marine Dr. - N.E. Holman St.
East Portland Freeway - Multnomah County
Contractor: Osberg Construction Company
Contract No. 8663 Prefix No. 626-1090
F.A.P. No. I-205-7(23)316

ITEM	ORIGINAL AMOUNT	SEMI-FINAL EST.	PERCENT + OR -
Contract Bid Items	$823,755.25	$834,278.47	+ 1.3%
Anticipated Items	143,922.00	142,508.40	- 1.0%
Contingencies	43,545.48	29,202.48	- 32.9%
Engineering	87,090.95	50,000.00	- 42.6%
Credit for permitting use of 45 lbs. Tera Tack II in lieu of 90 lbs. specified.	-	-2,885.62	
Transfer of charges for material used on Contract 8608 (Columbia Blvd. Uxing).	-	-1,040.63	
TOTAL CONTRACT COSTS:	$1,098,313.68	$1,052,063.10	- 4.2%

OVERRUNS & UNDERRUNS
CONTRACT 8663

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + OR -
001	Mobilization	Lump Sum	100%	100%	0.0%
002	Removal of Structures and Obstructions	Lump Sum	100%	100%	0.0%
003	Embankment in Place	Cu. Yd.	705,610	710,093	+ 0.6%
004	Trench Excavation The original estimate of quantities in error. The estimate was based on a original ground line at the bottom of the culvert. The excavation included material filled over the existing culvert. Even with the volume of the culvert deducted, the result was an overrun of planned quantities.	Cu. Yd.	500	663.2	+32.6%
005	Granular Backfill Material The original estimate of quantities in error. Original quantities included excavation of the existing granular backfill materials under the existing culvert. This was not indicated on the plans and also was not necessary. The result was an underrun.	Cu. Yd.	398	207.4	-47.9%
006	Earth Backfill Material See Bid Item No. 009. The extention beyond the limits of where the existing culvert was removed required considerably more material since the 1½:1 side slopes had to be completely constructed in this area.	Cu. Yd.	718	1,352.28	+88.3%
007	Bedding Material See Bid Item No. 009.	Cu. Yd.	118	210.9	+78.7%
008	Finishing Roadbed and Slopes	Lump Sum	100%	100%	0.0%
009	48-Inch Culvert Pipe Original quantities did not include the amount of culvert pipe necessary to complete the embankment in this area because R/W had not been obtained. A shortage of embankment quantities existed as the embankment was staked. To obtain net embankment quantities, we extended this culvert 96 additional feet after the R/W was obtained.	Lin. Ft.	280	376	+34.3%
010	CL-6 Chain Link Fence	Lin. Ft.	1,465	1,487	+ 1.5%
011	Roadside Mulching Punch-In Straw	Acre	7	7.1	+ 1.4%
012	Mulch Binder	Acre	23	22.5	- 2.2%

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	+ OR -
013	Grass Straw Bales	Each	22	14	-36.4%
	Not enough area and also not necessary to place the planned quantity of straw bales. Planned quantity should have been 44 bales.				
P.A. 1	On-The-Job Training	Hours	1,000	381	-61.9%
	Not possible to provide 1,000 hours training on a project extending over a period of 3½ months. The contractor provided oiler training while backhoe work was in progress and a deck hand on the dredge after the backhoe work was completed. The dredge work was completed nearly a month prior to completion of the project.				
P.A. 2	Permit Removal of Embankment in Place	Cu. Yd.	1,000	925	- 7.5%
P.A. 3	Furnish & Install CL-6 Double Gate	Lump Sum	100%	100%	0.0%
P.A. 4	Permit Use of 45 Lbs. Tera Tack II	Lump Sum	100%	100%	0.0%
EWO 1	Deflection System	$	$2,000.00	$2,781.78	+39.1%
	The original estimate did not include culvert pipe that was later determined necessary to place across the excavation made by the backhoe in the construction of the dikes. Also, several drain ditches were excavated to drain water build up in the areas where settlement devises were installed. This work was unanticipated and resulted in an overrun.				
EWO 2	Furnish & Install Signs & Beacons	$	$4,000.00	$3,364.46	-15.9%
	The electrical connections were made in a shorter time than anticipated. The result was less labor costs and an underrun.				
EWO 3	Excavate Drainage Ditch	$	$1,500.00	$1,765.61	+17.7%
	The ditch was excavated with a backhoe requiring an oiler. The oiler wage was not included in the original estimate. The result was an overrun.				

OVERRUNS & UNDERRUNS
CONTRACT 8663

ITEM NO.	ITEM	UNIT	QUANTITY	QUANTITY	+ OR -
SFO 1	Royalty Payment	$	$141,122.00	$142,203.60	+ 0.8%
SFO 2	Install Fill Settlement Devises	$	$ 19,072.90	Unknown	Unknown

The Region I Geology Section is in the process of transferring costs originally charged against the engineering prefix for this project. They have indicated that these charges will slightly exceed the amount set up in the S.F.O.

ITEM NO.	ITEM	UNIT	QUANTITY	QUANTITY	+ OR -
SFO 3	Transfer Charges	$	$ 1,040.63	$1,040.63	0.0%

8663

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. Marine Dr. - N.E. Holman St.	WEEK ENDING: May 5, 1978	SECTION PREFIX: 626-1090
HIGHWAY: East Portland Freeway	COUNTY: Multnomah	
NAME OF JOB: N.E. Marine Dr. - N.E. Holman St.	KIND OF WORK: Grading	
CONTRACTOR: Osberg Construction Company	CONTRACT NUMBER: 8663	FEDERAL AID PROJECT NUMBER: I-205-7(23)316
DATE OF CONTRACT: December 19, 1977	DATE WORK STARTED: January 17, 1978	ESTIMATED COMPLETION DATE: May 1, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 134	CALENDAR DAYS USED: 134
PROJECT AUTHORIZATION: $1,098,313.68	SPECIFIED COMPLETION DATE: May 1, 1978	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $1,011,222.73	ENGINEERING AUTHORIZATION: $87,090.95	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,011,222.73	ENGINEERING COST TO DATE: $57,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION: 65 %	DATE PROJECT WAS COMPLETED: May 1, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.44				
MILES PARTIALLY COMPLETED	0.44				
MILES COMPLETED	0.44				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	705,610 CY				
TOTAL QUANTITIES CORRECTED TO DATE	705,610 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	705,610 CY				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Hydro Seeder, 3-Bulldozers, 1-Loader, 1-Backhoe, 1-Flatbed Truck (Fence).

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

Apr. - May	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30	Partly Cloudy	1		
MONDAY 1	Mostly Sunny	1		
TUESDAY 2	Partly Sunny	0		
WEDNESDAY 3	Partly Sunny	0		
THURSDAY 4	Showers & Sun	0		
FRIDAY 5	Sunny	0		
SATURDAY 29	Partly Cloudy	1		

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MAY 8 1978
CONSTRUCTION
BRANCH

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Richards
Berg
Infoes
Widner
Gebauer
Church

April - May	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 30	No activity.
MONDAY 1	Osber completed punching in mulch. Completed shaping of fill. Cleanup work left. Fence crew putting up fence mesh.
TUESDAY 2	Fence crew completed fencing except P.A. Gate. Osberg clean up work over job.
WEDNESDAY 3	Osberg doing cleanup work. San Jose installed Gate (P.A. #3).
THURSDAY 4	Osberg doing cleanup work.
FRIDAY 5	Osberg doing cleanup work. Allen completed the placing of the mulch binder on top of fill. Binder to complete job was unavailable until today. Project completed.
SATURDAY 29	Cats punching in straw mulch on slopes.

REMARKS

The contract work was completed by the contractor Monday of this week. The remainder of the week was spent in cleanup of project. The crew anticipated XX moving off project Saturday. A final remeasure has been made. Quantities will be obtained from Salem Monday or Tuesday. It is anticipated that the Semi-Final Estimate for the project will be submitted about June 1, 1978.

This will be the final Weekly Report for this project.

SIGNED W. A. Tison LOCATION Portland

W. A. Tison, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

866-

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FORM HT-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Milwaukie Or (Reg-1)
April 14, 1978

FROM: C. J. Eshelman
Geology Group Leader C J Eshelman

SUBJECT: Marine Drive - Holman Street
Section I-205 Progress Report

TO: Max Klotz
Technical Services Engineer

NOTED
E. S. HUNTER

Attached is a two month progress report for the subject section. Monitoring of the fill is still being done, and data collected. This brief report is intended to inform interested parties of the type of installation made and results of our findings to date.

cc E.L. Hardt
C.T. Christianson, FHWA
Ron Chassie, FHWA
E.S. Hunter ✓
F.E. Terpin
F.W. Yarbrough
E.L. Johnsen
J.L. Davis
Bill Tison
K.D. Limbocker
File

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FOR

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Progress Report
Marine Drive - Holman Street
I-205

Instrumentation for measuring fill settlement and for monitoring piezometric pressure was installed prior to initial placement of the hydraulic fill on February 8,1978. This report contains a discription of instrumentation, location and a summary of the data collected since that date.

Settlement measurment was and still is being done by a combined evaluation of data from three independent sources; A horizontal inclinometer provided cross - sectional vertical displacement data from centerline to the toe of the fill. Settlement plates with pipe extensions above the fill were measured by survey crews. A settlement manometer at centerline provided data to measure change in elevation as referenced to a fixed, known elevation outside the fill area.

Piezometers were installed at various depths and locations to measure pore pressures within the original ground. Failure limit values were set, based on predicted fill height and ground water levels. Pore pressure at the north half of the fill disipated at a normal rate and fill failure due to high pore pressure was not expected. Pore pressures at location 4 gave cause for concern for possible fill failure. The contractor shut down pumping operations for approximately a week, during which time the pore pressure readings dropped.

Vertical inclinometer tubes were installed at the toe of the fill and monitored to measure any horizontal displacement of the fill. No displacement was measured.

Location # 1, Station 127+00; A horizontal inclinometer tube was placed from centerline to approximately 246 feet left of centerline. One settlement manometer is at ceterline, one settlement plate was placed at centerline, but was destroyed during the first week of fill placement. Piezo meters at 59 feet, 38 feet and 19 feet below the ground surface are located at centerline. Piezometers at 60 feet, 55.5 feet, 40 feet, 26 feet, 20 feet and 12 feet are located 147 feet left of centerline.

Location # 2, Station 131+00; A horizontal inclinometer tube runs from centerline to approximately 196 feet right of centerline. One manometer is at centerline as well as a settlement plate. Piezometers at 60 feet,40 feet and 19 feet are located 193 feet right of centerline.

Location # 3, Station 135+00; A horizontal inclinometer tube runs from centerline to approximately 198 feet right of centerline. One settlement manometer and one settlement plate are located at centerline. Piezometers at 61 feet, 41 feet and 20.5 feet are located 195 feet right of centerline.

Location # 4, Station 141+67; A horizontal inclinometer tube run from centerline to approximately 368 feet left of centerline. This includes the additional 25 feet of tubing which was placed as an extension on March 27. One manometer is located at centerline, one settlement plate is located at approximately 250 feet left of centerline. Piezometers at 52 feet, 38.5 feet and 19 feet are located at centerline. Piezometers at 60 feet, 58 feet, 39.5 feet, 37 feet, 18 feet and 17.5 feet are located 285 feet left of centerline.

SETTLEMENT

Location No.	Settlement Plate	Manometer	Horizontal Inclinometer
# 1	-------	1.73'	1.58'
# 2	1.73'	2.08'	1.27'
# 3	1.95'	1.62'	1.47'
# 4	-------	3.00'	2.67'

PIEZOMETERS

Location No.	Depth	Low Reading	High Reading	Critical Value
# 1	12'	1.3 psi	4.8 psi	6.92 psi
	26'	3.7 psi	7.7 psi	12.99 psi
# 2	19'	7.2 psi	8.9 psi	9.96 psi
# 3	20.5'	5.4 psi	6.2 psi	10.60 psi
# 4	17.5'	6.5 psi	8.4 psi	9.31 psi
	18'	4.9 psi	6.0 psi	9.52 psi

1-205-35
Removal/Fill

RECEIVED
APR 1[illegible] 1978
CONSTRUCTION
BRANCH
Richards
Berg
Church

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

9250 N.E. Skidmore St.
Portland, Oregon 97220

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
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RECEIVED
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ENGINEERING
SECTION

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April 10, 1978

Department of Environmental Quality
Water Quality Control Division
1234 S.W. Morrison Street
Portland, Oregon 97205

Re: Turbidity - S. Channel Columbia River
N.E. Marine Dr. - N.E. Holman St
East Portland Freeway
Contract 8663

Gentlemen:

Tabulated below, the turbidity report pertaining to dredging in the south channel of the Columbia River for the period March 1, 1978 thru March 31, 1973. Dredging stopped on February 8, 1978 so this will be the final report submitted.

DATE	J.T.U. 200' UP STREAM	J.T.U. 1,000' DOWN STREAM
03-01-78	13.5	13.5
03-02-78	13.0	13.0
03-03-78	9.6	9.8
03-06-78	8.0	8.2
03-07-78	8.5	8.6
03-08-78	8.4	8.6
03-09-78	8.2	8.2
03-10-78	8.2	8.9
03-13-78	6.1	10.0
03-14-78	7.9	7.9
03-15-78	7.4	7.6
03-16-78	7.4	7.6
03-17-78	6.9	6.9

Dredge shut down between 03-17-78 to 03-26-78, inclusive.

DATE	J.T.U. 200' UP STREAM	J.T.U. 1,000' DOWN STREAM
03-27-78	10.0	10.0
03-28-78	10.3	10.3
03-29-78	10.2	10.2
03-30-78	10.2	10.2
03-31-78	10.2	10.2

Original notes on file in this office.

Very truly yours,

W. A. Tison
Resident Engineer

WAT/pl

cc: C. T. Keasey ✓
Ed Hardt
file
Don Trout ✓

Form 81-734-3122

8663

Marine Dr. - Halman

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

February 21, 1978

FROM: ALLAN C. HARWOOD SUBJECT: S. Channel Dredging

TO: BILL TISON

This is to confirm our several discussions concerning dredging in the south channel.

Either widening of the channel or deepening would create no problems for construction of the south channel bridge. Deepening should not go below -19 or -20 USC & GS datum (-22 Columbia River datum).

Footing elevation Pier 3 is at -20 USC & GS and the station for the northbound pier is about 98+00 so probably the dredging between stations 98 and 99 should not go below -16.

We definitely do want dredging performed as far as Pier 4 which is station 99+00 approximately. Not dredging in this area will result in a large increase in structural excavation quantities, plus hinder access for the contractor.

We have taken soundings from the middle of the south channel to Government Island which show an elevation of the river bottom ranging from 0 to +12 USC & GS. This should produce 40,000 cubic yards per station so some widening out or deepening will still be required.

ACH/b
cc: C. T. Keasey
Walt Hart
Ed Hardt
Don Trout

1 Versteeg ✓
copy Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 24 1978
ENGINEERING SECTION

2 Trout T
Do Not File ☐
Return To
Bring Up / /
Action

1-205-35

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 16, 1978

FILE:

Donald L Trout

FROM: Donald L. Trout
Office Engineer

TO: MEMO TO THE FILES

SUBJECT: Dredging
NE Marine Dr.-NE Holman St.
East Portland Freeway
Multnomah County

On February 15, 1978, Mr. Wm. Tison, Resident Engineer, called me to say they were running short of dredge material on the above project in relation to the typical section on Sheet 2A of the plans. His primary question was whether or not we would have any permit problems if the dredged area were enlarged to get the required material. Contact was made with the Division of State Lands and the U.S. Army Corps of Engineers who issued the permits. The Division of State Lands said there would be no problem but the Dept. of Fish and Wildlife recommended we widen the area rather than go deeper. The Corps of Engineers had no objections. Mr. Tison was advised by phone.

This problem was also discussed with Hydraulics, Environment and Structures. There was no objection to enlarging the area and Mr. Walt Hart contacted Al Harwood and asked him to work with Mr. Tison on the problem.

DLT:jh
cc: C. T. Keasey
Walt Hart
Ed Hardt
Al Harwood
Wm. Tison

✓ Versteeg ✓
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8663

STATE COPY 8

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
2-43

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

1-30-78

Oregon
County
Multnomah
Project No.
I-205-7(23)316

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.E. Marine Dr.-N.E. Holman St.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-22-77	0.438
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,098,314.00	$ 1,013,084.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Hunter

Technical Services Engineer
(Title)

By Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, January 13, 1978

Federal Aid Project
No. I-205-7(23)316

N.E. Marine Drive-N.E. Holman St. Section
East Portland Freeway
Multnomah County

Project Agreement Estimate.

Type Code 0010
Embankment (Sta. 125+65 to Sta. 148+75)

Mobilization	All Required		$ 100,000.00
Removal of Structures and Obstructions	All Required		4,700.00
Embankment in Place	705,610 Cu.Yd.	.925	652,689.25
Trench Excavation	500 Cu.Yd.	15.00	7,500.00
Granular Backfill Material	398 Cu.Yd.	12.00	4,776.00
Earth Backfill Material	718 Cu.Yd.	3.00	2,154.00
Bedding Material	118 Cu.Yd.	7.00	826.00
Finishing Roadbed and Slopes	All Required		15,000.00
48-inch Culvert Pipe	280 Lin.Ft.	40.00	11,200.00
Type 3 Fence	1,465 Lin.Ft.	5.00	7,325.00
Roadside Mulching, Punch in Straw	7 Acre	525.00	3,675.00
Mulch Binder	23 Acre	600.00	13,800.00
Grass Straw Bales	22 Only	5.00	110.00
			$ 823,755.25

Anticipated Items

Temporary Erosion Control	All Required		$ 2,000.00
On-the-Job Trainees	All Required		800.00
Royalty Payment	705,610 Cu.Yd.	0.20	141,122.00
			$ 143,922.00

Subtotal	$ 967,677.25
Engineering	130,636.75
Total	$1,098,314.00

Length of Project . . . . 0.438 Mile

Cost of Roadway Per Mile. $2,507,566.21

Federal Funds (92.24%).	$1,013,084.00
State Funds	85,230.00
Total	$1,098,314.00

Group 1	100%
Contract No.	8663
Prefix No.	626-1090

8663 for Marine Dr - ~~Faiting~~ & Helman Sec. I205 - 35

DO NOT REMOVE CARBONS

Form Approved. O.M.B. No. 004-R0001

DEPART F TRANSPORTATION
FEDERAL VIATION ADMINISTRATION

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

FOR FAA USE ONLY

AERONAUTICAL STUDY NO. 78-ANW-11-OE

FAA will either return this form or issue a separate acknowledgement.

A. The proposed structure:
☐ Does not require a notice to FAA.
☐ Would not exceed any obstruction standard of Part 77 and would not be a hazard to air navigation.
☑ Should be obstruction ☑ marked ☑ lighted per FAA Advisory Circular 70/7460-1, Chapter(s) [illegible]
☐ Obstruction marking and lighting are not necessary.
☐ Requires supplemental notice. Use FAA form enclosed.

B. FCC was ☐ was not ☑ advised.

REMARKS: Contact Mr. Paul Bagley, Chief, Eng./Eval. Section, (206)767-2722, at least 24 hours prior to moving dredge into position.

ISSUING OFFICE: NW RGN

REVIEWING OFFICER [illegible] DATE [illegible]

1. NATURE OF STRUCTURE (*Complete both A and B below*)

A. (*Check one*)
☒ NEW CONSTRUCTION ☐ ALTERATION

B. (*Check one*)
☐ PERMANENT ☒ TEMPORARY (*State length of time*) 4 Mos.

2. NAME AND ADDRESS OF INDIVIDUAL, COMPANY, CORPORATION, ETC. PROPOSING THE CONSTRUCTION OR ALTERATION (*Number, Street, City, State and Zip Code*)

TO
OSBURG CONSTRUCTION COMPANY
1132 N 128th
SEATTLE, WA 98133

THIS DETERMINATION EXPIRES 8/6/79
UNLESS OTHERWISE EXTENDED, REVISED, OR TERMINATED.

3. TYPE AND COMPLETE DESCRIPTION OF STRUCTURE

Hydraulic Dredge

4. LOCATION OF STRUCTURE

A. COORDINATES (*To nearest second*) LATITUDE: N/A	LONGITUDE: N/A	B. NEAREST CITY OR TOWN, AND STATE: Portland, Oregon (1) DISTANCE FROM 4B: In City Limits MILES	(2) DIRECTION FROM 4B
C. NAME OF NEAREST AIRPORT, HELIPORT, OR SEAPLANE BASE: Portland International Airport		(1) DISTANCE FROM NEAREST POINT OF NEAREST RUNWAY: 6000'	(2) DIRECTION FROM AIRPORT: ESE

D. *DESCRIPTION OF LOCATION OF SITE WITH RESPECT TO HIGHWAYS, STREETS, AIRPORTS, PROMINENT TERRAIN FEATURES, EXISTING STRUCTURES, ETC. (Attach a highway, street, or any other appropriate map or scaled drawing showing the relationship of construction site to nearest airport(s). If more space is required, continue on a separate sheet of paper and attach to this notice.)*

See attached chart

5. HEIGHT AND ELEVATION (*Complete A, B and C to the nearest foot*)

A. ELEVATION OF SITE ABOVE MEAN SEA LEVEL	12'	6. WORK SCHEDULE DATES A. WILL START 2/13/78
B. HEIGHT OF STRUCTURE INCLUDING APPURTENANCES AND LIGHTING (*if any*) ABOVE GROUND, OR WATER IF SO SITUATED	85'	B. WILL COMPLETE 5/1/78
C. OVERALL HEIGHT ABOVE MEAN SEA LEVEL (*A+B*)	97'	

7. OBSTRUCTION MARKED AND/OR LIGHTED IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULAR 70/7460-1, OBSTRUCTION MARKING AND LIGHTING		YES	NO
	A. MARKED		
	B. AVIATION RED OBSTRUCTION LIGHTS		
	C. HIGH INTENSITY WHITE OBSTRUCTION LIGHTS		
	D. DUAL LIGHTING SYSTEM		

I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge.

8. NAME AND TITLE OF PERSON FILING THIS NOTICE (*Type or Print*)
H. Roger Morris
Project Manager

9. SIGNATURE (*In ink*) H. Roger Morris

10. DATE OF SIGNATURE 1/13/78

11. TELEPHONE NO. (*Precede with area code*) (206) 364-3562

Persons who knowingly and willfully fail to comply with the provisions of the Federal Aviation Regulations Part 77 are liable to a fine of $500 for the first offense, with increased Penalties thereafter as provided by Section 902(a) of the Federal Aviation Act of 1958 as amended.

FAA Form 7460-1 (11-72) SUPERSEDES PREVIOUS EDITION

DO NOT REMOVE CARBONS

8663 9

U.S. DEPARTMENT OF T[illegible]SPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-22-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO I-205-7(23)316

STATE PROJECT NO. See Below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80035

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 11-22-77

DATE AUTHORIZATION EFFECTIVE 11-22-77

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

"NE Marine Drive to NE Holman St. Section"

GENERAL DESCRIPTION OF WORK:

Hydraulic Embankment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
XX OTHER (Specify)

Temporary Erosion Control	$2,000.
On the Job Training	$ 800.
*Royalty Payment	$141,122.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
XX OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 11-18-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,142,273 Federal Funds $1,053,632.

A signed copy of the Title Sheet is returned herewith.

*See letter of 10-26-77 for approval

NOTED
F. B. KLABOE

DATE 11-22-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8663 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

December 8, 1977

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 14 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 14 on the following projects:

1. Skipanon River (Warrenton) Bridge
   Warrenton-Astoria Highway
   Clatsop County

   Structure replacement.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

   10-foot shoulders provided on this project.

2. Shore Acres State Park
   Cape Arago Highway
   Coos County

   Toilet building

   Same as No. 1.

3. Oregon Coast Highway @ Shopping Center Avenue
   Curry County

   Traffic signals.

   Same as No. 1.

4. N. Oakland Interchange-Sutherlin Interchange
   Pacific Highway
   Douglas County

   Grading and paving (overlay)

   Same as No. 1.

   10-foot shoulders provided on this project.

5. Grant County Line-Call Meadows Road
   John Day-Burns Highway
   Harney County

   Paving (overlay).

   Same as No. 1.

6. Rogue Valley Highway @ Mountain Avenue (Ashland)
   Jackson County

   Traffic signals.

   Same as No. 1.

   5-foot sidewalks on both sides will be constructed on this project.

7. Redwood Highway at Fairgrounds Road (Grants Pass)
   Josephine County

   Traffic signals.

   Same as No. 1.

8. Goshen-Divide Highway at 6th Street (Cottage Grove)
   Lane County

   Traffic signals.

   Same as No. 1.

9. Oregon Coast Highway at Clear Lake Road
   Lane County

   Grading and paving (overlay)

   Same as No. 1.

   4-foot shoulders provided on this section

10. 7th Avenue at Monroe Street (Eugene)
    Lane County

    Traffic signals.

    Same as No. 1.

11. Beverly Beach State Park
    Lincoln County

    Sewage pumping stations.

    Same as No. 1.

12. Deer Park Drive SE-Silver Creek Falls Interchange
    North Santiam Highway
    Marion County

    Paving.

    Same as No. 1.

13. NE Marine Drive-NE Holman Street
    East Portland Freeway
    Multnomah County

    Grading.

    Parallel footpath and bikeway will be constructed under future contract.

14. McKay Creek Bridge
    Hornecker Road
    Washington County

    Structure.

    4½-foot striped footpath provided on each side.

15. Sunset Highway at Murray Blvd.
    Washington County

    Traffic signals.

    Same as No. 1.

16. E. 17th Avenue-I-5 Interchange (Eugene)
    Glenwood Blvd.
    Lane County

    Grading, paving and structures.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "Footpaths and trails are not required to be established. . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
D. N. Harwell

2663 1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
November 30, 1977

[illegible]
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

TO: BILL TISON
Resident Engineer

SUBJECT: MARINE DRIVE-HOLMAN ST. SECTION
E. PORTLAND FREEWAY
DIVISION OF STATE LANDS ROYALTY
PAYMENTS

Attached you will find a copy of a November 23 letter from the Division of State Lands to the State Highway Engineer which transmits a Royalty Lease and a Monthly Statement form for the Division of State Lands.

You will note that the Royalty Lease calls for a payment to the Division of State Lands of 20¢ per cubic yard for material removed from the bed of the Columbia River. The Monthly Statement is to be completed every month and accompanies a payment to the Division of State Lands for material removed. Don Keyes, in the Salem Location Section, tells me that we have previously agreed with the Division of State Lands that the basis of measurement for the royalty payment will be the same as that used for payment to our contractor.

In order to effect payment to the Division of State Lands, you should complete the Monthly Statement at the same time and on the same basis as the monthly estimate. This Monthly Statement should be sent directly to the Accounting Section, which will trigger them to make payment to the Division of State Lands. I would suggest that you send this statement to the Accounting Section separate from the estimate so that it doesn't get lost or mislaid. Please send a copy of this statement to the Region office for our records.

ELH/cr
Attachments
cc Frank Terpin
Hal Versteeg
Vern Skoog

1 Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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UNITED STATES GOVERNMENT

Memorandum

DEPARTME[illegible] OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 28, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-205-7( )30
Holman Rd.-Marine Drive
Columbia River Silt Liquefaction

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon
Attn: Mr. W. Hart, Bridge Section

NOTED
E. S. HUNTER

Concern for subsoil liquefaction in the Columbia River Sands (particularly where large fills are to be placed next to structures) was expressed at a jobsite meeting November 3. Those attending the meeting were Messrs. Yarbrough, Marks, Gano, ODOT; Chassie and Christianson, FHWA. Attached are quick copies of a state-of-the-art partial presentation by Bolton Seed at the ASCE convention in Philadelphia September 27 - October 1, 1976, and brief notes by Chassie on the subject.

It appears that if the design quake is 6 or less on the Richter Scale (Portland is zone 2 according to AASHTO Bridge Specs. Richter Mag. 5, M.M. VII), liquefaction probably will not result. This is based on an assessment of a simplified analytical procedure. It would appear desirable for you to confirm this assessment.

G. L. Green

Attachment

RECEIVED
TECHNICAL SERVICES

NOV 29 '77

REFER TO
Hart

FOR

Info	Inves.	R/D	[illegible]	Sign	Act	[illegible]
		X				

8663

1-205

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11/17/77

Day

12-14-77 Bid Letting ______ All Clear Deadline

SECTION NE MARINE DR.-NE HOLMAN ST.
Highway I-205
County Multnomah Region M
Type of Work Dredging Funds ______
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☐	☒	☒	☒	☒
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☐	☒	☒	☒	☒
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☒	☒	☒	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
Division of Lands Lease	☐	☒	☐	☐	☒
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☐
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☒	☐	☐	☐	☐

8663

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

11 November 19 77

A PERMIT TO dredge to a depth of -16 feet C.R.D. removing approximately 700,000 cubic yards of material.

XX near Portland, Oregon

HAS BEEN ISSUED TO Oregon State Highway Division **ON** 11 November 19 77
212 Transportation Bldg.
ADDRESS OF PERMITTEE Salem, Oregon 97310

PERMIT NUMBER
002714 (Columbia River-Dredging)

A. J. HEINEMAN
For the District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

Orig. permit, cpy sticker: Gen. Files

Cpy permit & sticker: Keasey, Ellison, Versteeg
Terpin, Moehring, Region 1

Orig. sticker, cpy permit: Cecil Head:
Please mail sticker to Resident
Engineer with signed copy of
contract when let.

NOTED
C. W. HEAD

Application No. 071-OYA-2-002714

Name of Applicant OREGON STATE HIGHWAY DIVISION

Effective Date 11 November 1977

Expiration Date (If applicable) 30 November 1980

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 21 July 1977 for a permit to:

(XX) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(XX) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon State Highway Division
212 Transportation Building
Salem, OR 97310

◄ (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to dredge to a depth of -16 feet C.R.D. removing approx. 700,000 cy of material. The work is to be accomplished by hydraulic dredge with the material being placed directly into the I-205 fill between Marine Drive and Columbia Slough, or in a stock pile site for eventual use as fill for I-205.

◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Columbia River Mile 113.5

◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

XX near Portland, Oregon

◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks):

002714(Columbia River-Dredging)

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permit
advance of the time o
one week, resumption
That is the pr

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein ~~is not started on or before ________ day of ________, 19__ (one year from the date of issuance of this permit unless otherwise specified) and~~ is not completed on or before 30 day of November, 19 80 (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

MAINTENANCE DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for 3 years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

bb. Slope of the riprap, bank, or excavation, etc. will be no steeper than four foot horizontal to one foot vertical.

cc. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

dd. Land disposal of dredged material will be accomplished behind adequately maintained protective berms which will prevent the materials from returning to the waterway.

ee. If a hydraulic dredge is used, the dredge is to be operated with the intake on or below the surface of the material being removed.

ff. Backwashing of the hydraulic dredge intake line is to be held to an absolute minimum and, when backwashing is necessary, the intake be raised no more than three feet above the bed material.

gg. Waste water from hydraulic dredging operations shall comply with appropriate water quality standards.

hh. The disposal area, method of disposal, or method of dredging will not be changed without the prior written approval of the District Engineer. CONT ON PAGE 4A

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

George C. [illegible]
PERMITTEE
FOR F.E. TERRAIN

11/9/77
DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

HARVEY L. ARNOLD, JR.
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

11 November 1977
DATE

AJ Heineman
By A. J. HEINEMAN
Chief, Navigation Division

Transferee hereby agrees to comply with the terms and conditions of this permit.

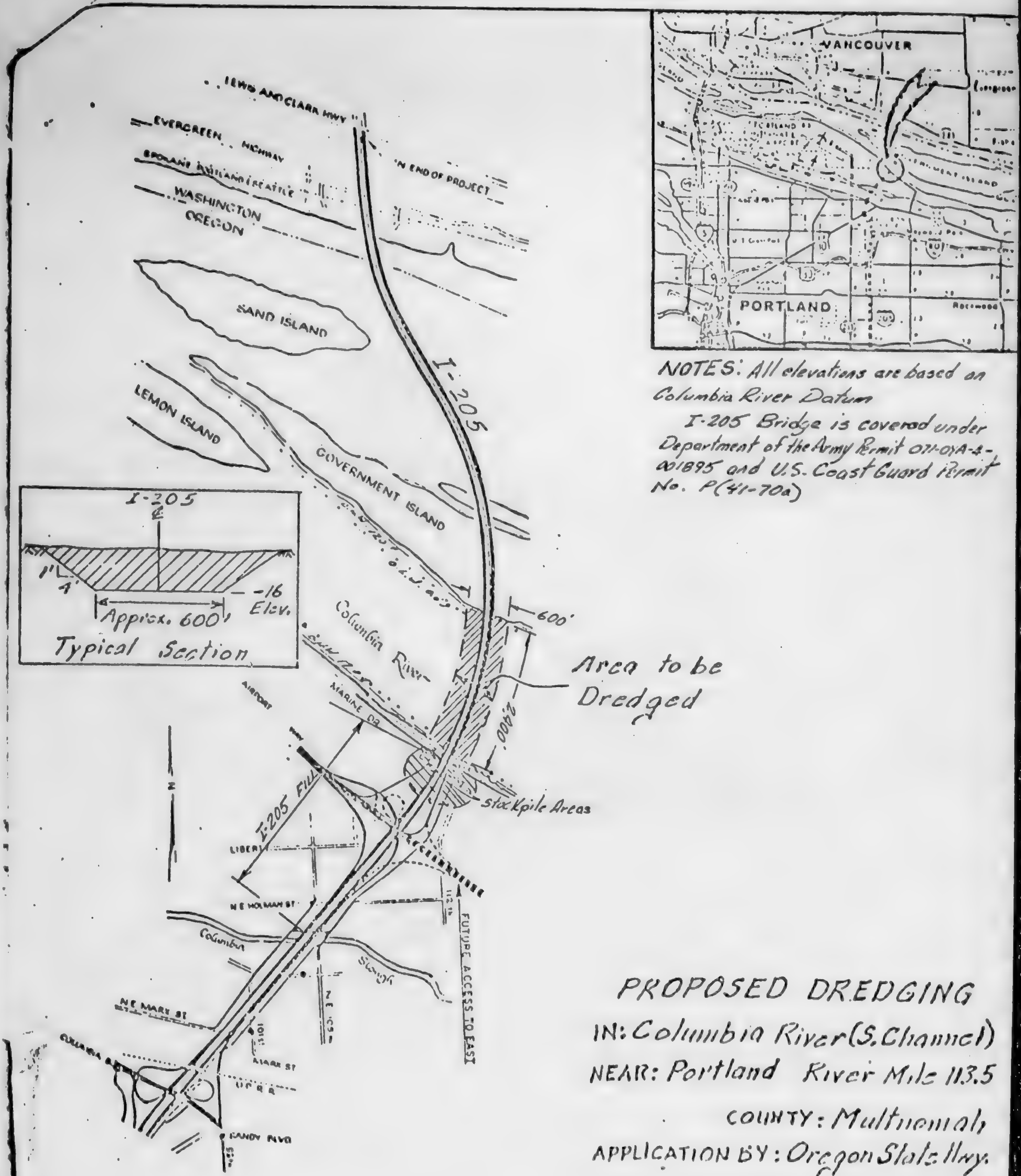
TRANSFEREE

DATE

ii. When the District Engineer has been notified by a fishery agency that a dredging or filling activity is adversely affecting fish or wildlife resources or the harvest thereof and the District Engineer subsequently directs remedial measures, the permittee will comply with such directions as may be received to suspend or modify the activity to the extent necessary to mitigate or eliminate the adverse effect as required.

jj. Work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Material Removal Permit No. 2731.

002714 (Columbia River - Dredging)



NOTES: All elevations are based on Columbia River Datum

I-205 Bridge is covered under Department of the Army Permit 071-OYA-4-001895 and U.S. Coast Guard Permit No. P(41-70a)

PROPOSED DREDGING

IN: Columbia River (S. Channel)

NEAR: Portland River Mile 113.5

COUNTY: Multnomah

APPLICATION BY: Oregon State Hwy.

DATE: 7-15-77 SHEET 1 OF 1

8663 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 26, 1977

In reply refer to: HA-OR

SUBJECT: Oregon Project I-205-7(-)316
Marine Drive-Holman Street Section
East Portland Freeway

FROM : G. L. Green, Division Administrator

TO : Mr. E.S. Hunter, Mgr, Technical Services Br, ODOT

Based on the additional information submitted by Mr. Coulter's October 21, 1977 memorandum, FAI funds participation in the $0.20 per cubic yard royalty is approved.

G. L. Green

[illegible]
OCT 2
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Coulter
cc Versteeg
Keaney
Patten
Pippin
10-31-77

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8

GENERAL FILES

DATE: October 21, 1977

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
For H. S. Coulter
State Highway Engineer

SUBJECT: Marine Drive-Holman Street Section
East Portland Freeway
I-205-7(-)316
Your Reference HA.6-OR

This is in reference to your October 6 response to Mr. Terpin's September 14 letter requesting concurrence in the use of dredged material from the Columbia River for embankment on the subject project and also requesting FHWA participation in the $0.20 per cubic yard royalty to the Oregon Division of State Lands.

Although you may be correct in your statement that the royalty charge does not represent a cost to the state as a whole, Oregon law precludes the transfer of these funds between the two agencies.

For your information, I am enclosing a copy of the response from the Division of State Lands to our application for removal of fill material from the bed of the Columbia River and also a copy of an opinion from the Attorney General's office on a previous project concerning the extraction of a royalty for similar materials removed from a nearby location in the Columbia River for similar purposes.

Oregon law provides that "no person" shall remove material from any real property of the State of Oregon for commercial purposes without complying with ORS 273.225, 274.550 and 274.560. Other ORS references, included in the September 2 response from the Division of State Lands, outline the requirements for obtaining a lease to remove materials, the manner of removal, the use to be made of the material, the location of use, and the authority of the Division of State Lands to fix a royalty charge for the material.

Oregon law also provides that the proceeds from the royalties charged for these materials shall go into the dedicated common school fund and cannot be used for any other purpose.

The amount of royalty charged is established by regulation of the Division of State Lands by area, depending on the going commercial rate for similar materials in that area. In this instance, that rate has been established at $0.20 per cubic yard.

We are therefore faced with a nonrecoverable project cost from dedicated highway funds through the Division of State Lands to a dedicated common school fund. This cost applies whether it is paid by the Highway Division directly or is paid by a contractor as a part of his cost of furnishing embankment materials.

As far as the Highway Division is concerned, this is every bit as much of a project cost as if a contractor (or the State) purchased embankment material from a privately owned source on a royalty basis.

We request that you reconsider this request and concur in federal participation in the royalty cost.

CTK:ia

bc D. H. Moehring
E. S. Hunter
C. T. Keasey
J. H. Versteeg
Gary Potter
Frank Terpin

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 6, 1977

In reply refer to: HA.6-OR

SUBJECT: Oregon Project I-205-7(-)316
Marine Dr.-Holman St.
East Portland Freeway

FROM: G. L. Green, Division Administrator

NOTED
H. S. COULTER

TO: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

In response to Mr. Terpin's letter dated September 14, 1977, I agree that obtaining embankment from the river is in the public interest. I also concur in your conclusion that the increase in dredge excavation is within the scope of impacts described in the EIS.

Mr. Terpin requested concurrence in the proposal and participation in the cost of excavation and a $ .20 per cubic yard royalty payable to the Oregon Division of State Lands. The cost of excavation and embankment construction is eligible as a normal project expense. The royalty charge, however, does not represent a cost to the State since it is a profit for one agency at the expense of another.

The excavation source in this instance, is designated by the State, is under ownership and control of the State and is to be used on a State project. Federal participation is limited to actual cost (other than administrative) to the State. The royalty charge is not eligible directly or through the Contractor. If the State wishes to divert funds from one agency to another it should be done solely with State funds.

Valach
for G. L. Green

Routing
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RECEIVED
OCT 12 1977
CONSTRUCTION SECTION

Richards
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The logic in 2nd ¶ escapes me.

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Info	Inves	R/D	D/R	Sign	Act	File
			✓		✓	

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 14, 1977

Mr. G. L. Green, Division Administrator
Federal Highway Administration
P. O. Box 300
Salem OR 97308

Dear Mr. Green:

Re: Material Source
NE Marine Dr-NE Holman St
East Portland Freeway (I-205)
Multnomah County

After the final balancing of earthwork on the East Portland Freeway, it was found that the project was short of material for embankments by approximately 500,000 cubic yards. With the need for surcharging the stage construction, it was determined that approximately 700,000 cubic yards of borrow was needed. We consider that the best and most economical place to acquire the material is from the south channel of the Columbia River.

We have already acquired all the needed permits to dredge a 300-foot-wide access channel across the south channel of the Columbia River for the construction of the I-205 bridge. It was determined that by widening the channel to 600 feet and dredging down to the elevation of the top of the footing, we would acquire the needed material. A permit application has been submitted to the Corps of Engineers for the additional material and we anticipate receiving the permit in the near future.

It is planned to let a contract late this year or early 1978 for the construction of the I-205 embankments on the subject project. Soils and geology engineering studies indicate that the area on which the embankments are to be placed, the height of the embankment and the material to be used will require at least 12 to 18 months to consolidate and for embankment foundation settlement to occur. Any material that might be excess from the future bridge contract would not be available at an appropriate time to allow this consolidation and settlement.

Because of the location, any other realistic borrow source would probably be environmentally undesirable and land values in the immediate area would be high, which would increase the cost of the project.

The proposed activity would result in a change in the amount of material as described in the Final EIS for the project. However, the proposal does not change the scope of the activities described in the impact statement as related to impact on water quality and benthic organisms. The construction procedures described and methods to minimize harm are all still valid as described in the EIS and as they relate to the construction process.

We have received a letter from the Oregon Division of State Lands stating that under Oregon law we are required to obtain a Royalty Lease from them for the dredged material. In a telephone conversation with Mr. C. J. Brenna, Fiscal Manager for the Division of State Lands, we were told that the royalty would be 20 cents a cubic yard and they would accept our measurement that is used to pay the contractor.

We request your concurrence in the proposal and participation, with Interstate funding, in paying for the dredging and royalty.

Very truly yours,

Frank E. Terpin

Frank E. Terpin
Location Engineer

DEK:mc

bc E. S. Hunter
D. H. Moehring
J. H. Versteeg
Gary A. Potter
D. E. Keyes

[illegible]

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

September 2, 1977

20 ¢ cu. yd.

Mr. Donald E. Keyes
Location Liaison Engineer
Oregon State Highway Division
212 Transportation Building
Salem, OR 97310

Dear Mr. Keyes:

Public Notice 071-OYA-2-002714
Dredging of Columbia River Gravel

A copy of your application to remove approximately 700,000 cubic yards of material from the bed of the Columbia River has been received. The area defined in the application is below the line of Ordinary Low Water at River Mile 113.5.

The Columbia River is a navigable stream of the State of Oregon and the removal of sand and gravel for commercial purposes is subject to a lease from the Division of State Lands. ORS 273.231:

> Removal without compliance with statute. (1) No person shall remove material from any real property of the State of Oregon for commercial uses without complying with ORS 273.225, 274.550 and 274.560.
>
> (2) The establishment or placing of a dredging or digging outfit on any waters, the submersible or submerged lands of which belong to the State of Oregon, and the removal of material from the submersible or submerged lands thereof for commercial uses, without having applied for and received a lease under ORS 274.530, is a continuing trespass.

Enclosed is an application to lease as required by ORS 273.225:

> Application for lease to take material; form. Before any person shall take any material from any real property of the State of Oregon, except in the manner and for the purposes mentioned in ORS 274.525 or 274.550, he shall apply to the

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SEP 6 1977
LOCATION SECTION

> division for a lease. The application shall include a complete description of the location of the contemplated operation, the time and manner of contemplated removal, and such other pertinent information as the division may require. Upon receipt of such application the division may award a lease to the applicant and fix a royalty in the same manner provided in ORS 274.530.

Upon receipt of your completed application the Division will prepare the necessary notice to advertise for bidding the lease area as required by ORS 274.530:

> Lease of stream beds for removal of material; measurement of volume removed. (1) The division may, after notice of competitive bidding, and following such competitive bidding, lease submersible and submerged lands of navigable streams, owned by the State of Oregon, for the purpose of removing material therefrom. Competitive bid requirements may be waived for leases of less than one year's duration. No lease shall be made for a lump sum but only on a basis of the price per cubic yard or ton for the material removed.
>
> (2) The division may prescribe by rule the manner in which the volume in cubic yards or the weight in tons for the material removed shall be determined.

Please return your application to lease as soon as possible and upon the issuance of the required permits, we can proceed to process your application without delay.

Sincerely,

WILLIAM S. COX
Director

C. J. Brenna
Fiscal Manager

CJB:bks
Enclosures

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-4620

GENERAL COUNSEL DIVISION

PETER S. HERMAN
SENIOR COUNSEL

LOUIS S. BONNEY
HAROLD E. BURKE
ROBERT D. GEDDES
KATHRYN V. KELTY
WILLIAM T. LINKLATER
ED NORDYKE
TAISTO A. PESOLA
RICHARD W. SABIN
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

DALE T. CRABTREE
PHILIP J. ENGELGAU
GEORGE L. EVANS
CLARENCE R. KRUGER
JOHN H. SOCOLOFSKY
ASSISTANT ATTORNEYS GENERAL

April 27, 1972

Mr. William S. Cox, Director
Division of State Lands
502 Winter Street
Salem, Oregon 97310

Re: Opinion Request OP-141-15-0310

Dear Mr. Cox:

This is in response to your inquiry concerning royalty payments due upon the removal of material from the bed of a navigable river by a private contractor. You ask:

> If such material is removed by the contractor and deposited
>
> (a) adjacent to an existing highway within two miles of the bank of the river to bring the shoulders of the highway up to the existing grade, or
>
> (b) used to create an approach to a bridge, within two miles of the bank of the river, or
>
> (c) used to fill land of a political subdivision at a point 13 miles from the source of the removal but within two miles of the bank of the same stream,
>
> would the material be royalty free?

Our answer to parts (a) and (b) of the question is that it is permissible for the Division of State Lands to construe the term "filling" in the phrase "filling, diking and reclaiming land" in ORS 274.550(1) as referring only to fills or portions thereof necessary to reclaim land affected by water. Therefore, the Division may require a royalty to be paid in the situations described in parts (a) and (b) to the extent that the fill used is not needed to reclaim land affected by water. No royalty may be charged in the situation described in part (c) where the fill is used to reclaim land affected by water.

You advise that the State Highway Department has issued an invitation to bid on certain improvements on Highway 80 North from Sandy River to a point thirteen miles East. The request to bid advises the contractor that he will have to furnish his own source of raw materials. The contractor proposes to obtain the material from the bed of a navigable stream. The Highway Department will pay on the basis of each unit (ton-cubic yard) of material deposited in place. This payment is to include all costs related to the unit of material including its value, cost of processing and cost of transportation. The highway is within two miles of the bank of the river.

The question and its alternatives raise the legal issue whether the contractor would be liable for a royalty per cubic yard of material removed in such case.

The State of Oregon is the owner of the beds below high water marks of navigable streams within the state. *State v. McVey*, 168 Or 337, 345, 121 P2d 461 (1942), *State Land Board v. Western Pacific Dredging Corp.*, 244 Or 184, 186, 416 P2d 667 (1966). ORS 273.225 provides:

> "Before any person shall take *any material* from any real property of the State of Oregon, *except in the manner and for the purposes mentioned in ORS 274.525 or 274.550*, he shall apply to the division for a lease. The application shall include a complete description of the location of the contemplated operation, the time and manner of contemplated removal, and such other pertinent information as the division may require. Upon receipt of such application the division may award a lease to the applicant and fix a royalty in the same manner provided in ORS 274.530." (emphasis supplied)

This statute sets forth the general rule that the removal of materials from state property must be authorized by a lease under which a royalty is payable.

Exceptions to this general rule appear in ORS 274.525, which pertains to city use of stream bed material, and in ORS 274.550.

ORS 274.550(1) and (3) provide that in certain instances material may be removed from navigable stream beds without a lease or payment of a royalty as follows:

> "(1) *The removal of material* from submersible and submerged lands of any navigable stream, owned by the State of Oregon, *is authorized* when the material (a) *is removed for channel or harbor improvement or flood control, or (b) is used for filling*,

> *diking or reclaiming land located not more than one-half mile from the bank of the stream, or (c) is used for filling, diking or reclaiming land owned by the state or any political subdivision* as defined in subsection (1) of ORS 271.300 and *located not more than two miles from the bank of the stream*. However, prior to removal, such person, organization or agency contemplating removal shall first notify the division.
>
> . . . .
>
> "(3) In addition to the purposes enumerated in subsection (1) of this section, *any person may take material for his own exclusive use to the extent of not more than 50 cubic yards* or the equivalent weight in tons in any one year. However, prior to such taking, the person shall first notify the division." (emphasis supplied)

Under subsections (1) and (3) the exceptions apply when

(1) the material is removed for channel or harbor improvement or flood control, or

(2) the material is used for filling, diking or reclaiming land located not more than one-half mile from the bank of the stream, or

(3) the material is used for filling, diking or reclaiming land owned by the state or any political subdivision as defined in subsection (1) of ORS 271.300 and located not more than two miles from the bank of the stream, or

(4) material is taken exclusively for private use in an amount not exceeding fifty cubic yards or an equivalent amount in tonnage.

Where material is removed for one of the purposes noted above, as a general rule no lease or royalty payment is required. But even where material is removed for a royalty exempt purpose such as, for example, channel improvement, the material itself may become subject to royalty. Thus ORS 274.550(2) provides:

> "(2) *No payment of royalty shall be required for such material unless it is removed from the place deposited and sold or used as an article of commerce*. Before any material may be removed from the place deposited and sold or used as an article of commerce,

> the division shall be duly notified in writing of such intended removal and sale or use as an article of commerce and payment shall be made to the division of such royalty as it may fix therefor." (emphasis supplied)

This statute should also be read with ORS 273.231, which provides:

> "(1) No person shall remove material from any real property of the State of Oregon for commercial uses without complying with ORS 273.225, 274.550 and 274.560.
>
> "(2) The establishment or placing of a dredging or digging outfit on any waters, the submersible or submerged lands of which belong to the State of Oregon, and the removal of material from the submersible or submerged lands thereof for commercial uses, without having applied for and received a lease under ORS 274.530, is a continuing trespass." (emphasis supplied)

These two statutes express the general policy that river bed material used commercially or as an article of commerce, is subject to royalty. One of the meanings of the adjective "commercial" is "having financial profit as the primary aim." Websters New International Dictionary (2nd ed.). Accordingly, material removed from the bed of a navigable stream and sold for a profit is removed "for commercial uses" within the meaning of ORS 273.231 quoted above, and is used as an "article of commerce" within the meaning of ORS 274.550(2) also quoted above. Another example of a commercial use would be utilizing stream bed material to fill land for an industrial site. See concurring opinion in State Land Board v. Port of Portland, 232 Or 607 at pages 611, 614, 376 P2d 661 (1962).

However, even when material is taken from the river for a commercial purpose such as filling an industrial site, it is not subject to royalty if it is within one of the exceptions enumerated in ORS 274.550. If, for example, the land to be filled for an industrial site is located within one-half mile of the bank of the stream, the material, while used "commercially" within the meaning of ORS 237.231, (see concurring opinion in State Land Board v. Port of Portland, supra, 232 Or at 214) nevertheless is not subject to royalty because of the "filling" exception in ORS 274.550(1). In short, while the removal of material to fill or reclaim land within one-half mile of the stream may serve a commercial purpose, so long as the material is not removed from the place deposited and sold or used as an article of commerce, no royalty attaches.*

Under any other construction of ORS 274.550 and ORS 273.231, the filling and reclaiming exception in ORS 274.550(1) would become so limited as to be almost meaningless because a commercial purpose or use can almost always be found where land is filled and reclaimed.

Part (a) of the question asked is whether material taken from the bed of the Columbia River and used to bring the shoulders of an existing highway within two miles of the bank of the river up to the existing grade of the highway is subject to royalty. We are advised that the fill is not necessary to reclaim land affected by water. It is necessary, however, to fill in the meridian between the east bound and west bound portions of the highway so as to broaden the two portions of the highway. The issue, therefore, arises as to whether the exception to a lease and royalty for "filling, diking or reclaiming land" in ORS 274.550(1) is intended to apply only to those fills or portions thereof necessary to reclaim land affected by water, or also applies to fills made to place structures on land otherwise suitable for use without filling.

Websters New International Dictionary (2nd ed.) defines the verb "fill" in part as follows:

> "10. Civ. Engin. To make an embankment in, or raise the land of (a low place) with earth, gravel, or rock."

In Websters New Twentieth Century Dictionary (2nd ed.) the applicable definition of "fill" reads:

> "10. To add earth, etc. to (low land) until a required level is reached."

Under these definitions, "filling" could include placing an earth fill or structure on land not otherwise in need of filling to reclaim it from water. An argument in support of this interpretation is that to limit the "filling" exception to that necessary to reclaim the land from water would make the "reclaiming" portion of the exception superfluous since the verb "reclaim" means "to make (wasteland, desert, etc.) capable of being cultivated or lived on, as by filling, ditching or irrigating." Websters New World Dictionary of the American Language (College Edition). Also, it could be argued that since the two mile exception to the requirement of a royalty is to benefit the state and other bodies, it should be liberally construed to that end. Marin Municipal Water Dist. v. Chenu, 188 Cal. 734, 207 P 251, 253 (1922).

---

* This conclusion holds true even if the contractor removing the material from the river makes a per unit charge for the material itself.

On the other hand, to adopt a broad interpretation of the term "filling" would result in such seemingly anomalous situations as the City of Salem being able to make extensive fills on any built up areas within the city and within two miles of the river, without payment of royalty.

The anomaly arises from application of the rule of statutory construction known as noscitur a sociis (it is known from its associates). The purport of the rule is stated in Eugene Theatre v. Eugene, 194 Or 603 at pages 619, 620, 243 P2d 1060 (1952), where the court said:

> "Plaintiffs argued that, under the express provisions of the Eugene charter to which we have heretofore directed attention, the city is wholly without power to levy or impose occupation taxes for revenue purposes. They contend that, under the authority given the city 'to license, tax, and regulate or restrain' theatrical and other exhibitions, shows, and other public amusements, the city is confined to licensing for regulation only. In this connection plaintiffs maintain that the doctrine of noscitur a sociis applies. The rule is stated in 50 Am Jur, Statutes, 241, § 247, as follows:
>
> > 'The meaning of statutory terms depends upon the connection in which they are used, and in the interpretation thereof, the doctrine of construction, noscitur a sociis, prevails. Hence, the meaning of particular terms in a statute may be ascertained by reference to words associated with them in the statute. Where two or more words of analogous meaning are employed together in a statute, they are understood to be used in their cognate sense, to express the same relations and give color and expression to each other. * * *'"
> >
> > (emphasis supplied)

In 82 CJS Statutes, § 331, where the same rule is discussed, the text at page 655 states:

> ". . . When two words are grouped together and ordinarily have a similar meaning, but are not equally comprehensive, the general word will be limited and qualified by the special word. The meaning of a word may be enlarged or restrained by reference to the whole clause in which it is used, and the natural, ordinary, and general meanings of terms and expressions in a statute may be limited, qualified, and specialized by those in immediate association. . . ." (emphasis supplied)

Under this rule of construction the term "filling" must be read with the words "diking" and "reclaiming" and in the context of legislative concern with reclaiming land close enough to the river to be swampland, subject to flooding, or otherwise affected by water.

As thus read, "filling" has reference to and means the placing of material on land in sufficient amount to reclaim it from water. This appears to be the meaning accorded to the term in 28 Op. Att'y Gen. 52 (1956).

In any event, you advise that you believe the correct construction to be that the filling exception is limited to the amount of material necessary to reclaim low land from water. In view of the discussion above, it is our opinion that this is a permissible construction, and we are prepared to defend it. We also point out that this construction favors the receipt of income by the common school fund whereas the broad construction earlier noted penalizes the common school fund. ORS 273.105(2)(c).

We, therefore, conclude in answer to the first part of your question that the Division may interpret the term "filling" in the "filling, diking or reclaiming" exception to the requirement of a royalty in ORS 274.550(1) as not including fills, or portions thereof, utilized as part of a structure and not necessary to reclaim land affected by water.

If, therefore, a fill used to bring highway shoulders up to grade within two miles of the river is not necessary to reclaim land affected by water, a royalty may be charged for the material.

Part (b) of the question inquires whether material removed from a navigable stream and used within two miles of the bank of the river to create an approach to a bridge is subject to royalty.

The same analysis applies as in part (a) of the question, and the Division may require a royalty be paid for the material, except for any part of the fill necessary to reclaim land affected by water.

Part (c) of the question inquires whether material removed from the bed of a navigable stream and used to fill land of a political subdivision at a point thirteen miles from the source of removal but within two miles of the bank of the same stream would be royalty free. This question is raised because of the fact that the material is used thirteen miles from the point of extraction although still within two miles of the bank of the same stream. The exception specified in ORS 274.550(1)(c) requires that the material be used to fill or reclaim land of a political subdivision "located not more than two miles from the bank of the stream". The statute does not limit the exception to two miles from the point of extraction but rather to two miles from the bank of the stream. Thus the fill need not be deposited at a place within two miles of the location where the fill was taken, but need only be used for fill within two miles of the bank of the same river.

Accordingly, the fill would be royalty free where used to reclaim land affected by water.

Very truly yours,

Peter S. Herman

Peter S. Herman
Senior Counsel

PSH:jar

cc: Mr. Leonard I. Lindas

Mr. Tom Edwards

8663

1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 19, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: N.E. Marine Drive-
N.E. Holman Street Section
East Portland Freeway
Multnomah County

Based on discussions with E. L. Hardt, J. Bond, E. L. Johnson and F. Yarbrough, we will figure quantities based on the neat section (existing ground line and proposed fill section) and pay on those quantities. We will tell the contractor in the Special Provisions that we are anticipating an average settlement of 1.0 foot.

The foundation information needs to be on hand in the Resident's Office during the advertisement period for review by bidders.

DOC:az
cc: E. L. Hardt
C. T. Keasey
Fred Yarbrough
Fred Eriksen
Jack Sullivan

✓ Versteeg ✓
Christensen
George
Olson
Torpin
Sullivan
Scott
Savage

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OCT 20 1977
ENGINEERING SECTION

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 17, 1977

FILE: I-205

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: NE Marine Dr.-NE Holman St.
East Portland Freeway
Multnomah County

TO: MEMO TO THE FILES

Preliminary contract plans for the project were reviewed at the Region I office in Milwaukie and in a subsequent field review, October 11, 1977.

Participating in the plan review were:

- Marion Craft, Region I Construction Engineer
- Adrian Olson, Preliminary Design Engineer
- Cliff Christiansen, Area Engineer, F.H.W.A.
- Bryant Jackmond, Construction Field
- Ron Banzer, Resident Engineer
- Fred Yarbrough, Soils & Geology Engineer
- Dan Gano, Region I Geologist
- John Howard, Resident Engineer
- Ken Limbocker, Metro Design Engineer
- John Day, Specifications
- Tom Savage, Landscape
- Gary Kennen, Metro Utility Engineer
- Clarence Eshelman, Assistant Region Geologist
- Ron Jennison, Region Field Geologist
- Henry Schmid, Assistant Region Geologist
- Al Hansen, Designer
- Fred Eriksen, Design Engineer Supervisor

The following plan and specification details were discussed:

1. Mr. Banzer informed us the plans did not show the "as built" drainage system constructed on the Marine Drive relocation contract. This information has since been furnished to and added to the plans.

2. The plans for this "dredge-fill" contract have been developed thus far, with the premise that the dredging contractor shall be responsible for disposing of the dredge water. It was proposed the contractor be required to submit a plan for disposing of the water for approval before starting work. The dredge water can be pumped back into the river or it could be discharged into the slough under an arrangement with the drainage district.

REFERRED TO

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✓ Eriksen FE	Watson
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BY FINAL DESIGN ENGINEER

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10-20-77 Discussed with Ed Hardt. will go under Marine Drive.

3. It is believed the dredge pipe will have to corss over the existing Marine Drive dike to preserve its integrity and likely will go over the relocated Marine Drive. The dredge pipe should have watertight joints or be placed in a conduit to avoid leakage problems. Required horizontal and vertical clearances over the Marine Drive roadway will need to be defined.

4. The basis for payment of dredge material will be embankment measure. The Geologists have informed us they anticipate ground settlement of about 1-2 feet with the height of dredge fill we propose to construct. They have advised the fill height should be reached in two stages, as we have shown on the plans, so the consolidation of the foundation soils will be attained without causing problems. The Geologists indicated they plan to install monitoring devises to measure the settlement. One big question was, how the amount of embankment material involved in ground settlement should be paid for.

   Settlement pay proposals were:

   see my memo of Oct 19, 1977

   a. Indicate settlement range of 1 to 2 feet in anticipated but that pay quantities will be based on embankment remeasure and original ground line.

   b. Indicate settlement of 1 to 2 feet anticipated, that settlement will be measured and included in the pay quantities. Plan quantities would include estimated settlement.

   c. Indicate settlement of 1 to 2 feet anticipated. Include in plan quantities amount for estimated settlement. Final payment to be based on embankment remeasure plus amount estimated for settlement. This proposal was favored by most of the group.

5. The Geologists indicate compaction to specifications should be easily accomplished with the dredged fill material.

6. Mr. Yarbrough will furnish a time table for rate of fill height for the specifications.

7. The present letting date proposed for the contract is December. The completion date could be May 1, 1978. It was thought this was about the latest practical date considering our intention to let the Marine Drive-Morris contract near the end of March and the river flood stage in May or June.

8. It was mentioned that with the present river level a dredge might have to excavate a channel to get to the dredging area. Mr. Howard checked the river charts and determined there is about 12.5 feet of water in the channel at present. The dredge on the Government Island fill draws about 7.5 feet so the present water depth shouldn't be a problem.

9. The dredging area shown on the plans should be indicated as a mandatory source.

10. Erosion control measures included in the plans were discussed. Mr. Jackmond indicated Construction would like the pay quantities for seed and straw mulch to be by the pound and ton instead of by area measure. It was indicated the field personnel spend considerable time in remeasure of areas that could be eliminated by paying for the quantities of materials actually used.

11. The type of fence to be installed on the project, was questioned and whether the existing fence should be salvaged. The plans will show Type 3 or 48" Chain Link Fence Fabric. The existing fence is to be removed and can be reinstalled if in good condition.

FE:az
cc: To All Participants

8663

August 26, 1977
1-205

DRAFT SPECIFICATION FOR
EROSION CONTROL
NE MARINE DR.-NE HOLMAN ST.

Tom Savage
Landscape Engineer

681.01 Scope - Grass straw and mulch binder shall be applied to areas indicated on the plans, other areas disturbed by construction or as directed.

681.02 Construction Seasons - Grass straw shall be punched in on the completed areas as soon as practical or as directed.

Mulch binder application shall be performed only at times when local weather conditions are favorable to a successful application.

681.33 Mulching (b-1) - Grass straw, applied at the rate of 2 - 2-1/2 tons of dry mulch per acre, whall be retained in place by discing or punching the straw partially into the soil by mechanized means such as a modified sheepsfoot roller.

The mulch binder shall be applied following the discing or punching of the grass straw.

The mulch binder shall be one of the following types or approved equal, applied at the rate indicated or in accordance with the manufacturer's recommended rate for good erosion protection with good permeability on loose sandy soil. The method and rate of application are subject to approval.

1. Synthetic Polymer Binder, "Dow XFS 4163-L"
   Rate: 55 gal. binder with 550 gal. water per acre
2. Polyvinyl Acetate, "Aerospray 70" or "Crust 500"
   Rate: 60 gal. binder with 600 gal. water per acre
3. Hemicellulose, Tera Tack II
   Rate: 90 lb. binder with 750 gal. water per acre

681.91 Payment -

Pay Item	Unit of Measurement
Roadside mulching punch in straw	Acre
Mulch binder	Acre

1 Versteeg ✓
Olson
Christensen
Scott
2 Swenson
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TLS:az
cc: D. O. Christensen
F. Eriksen
Al Hansen
A. D. Olson

8663

626-1909

1-205

STATE OF OREGON **INTERC CE MEMO**

TO: J. H. VERSTEEG
Road Design Engineer

DATE: June 27, 1977

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: I-205 Dredge-Fill Contract

Submitted herewith are plans, profiles, cross sections, typical cross sections, and earthwork estimate for a proposed dredge-fill contract between N.E. Marine Drive and N.E. Holman Street. Our earthwork estimate indicates a shortage of approximately 525,000 cubic yards for remaining I-205 construction. With the uncertainties of shrinkage factors, settlement at the north end, and design of the South Banfield Interchange, we feel it desirable to place 700,000 cubic yards into this area.

At the recommendation of the Bridge Department, the fill extends across future Airport Way and the bus liftouts. The fill will not affect existing ditches or culverts. All the land has been purchased.

PH/ldo

Attachments

2 Versteeg ✓
1 Olson
3 [illegible]
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Swenson
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8663 1-205

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
June 21, 1977

Duane O. Christensen
Final Design Engineer

24" Pressure Sewer Line
on Holman Street

Gary Kennon
Utilities Engineer
Metropolitan Section

Multnomah County has a 24" pressure sewer line on Holman Street which will be crossed in the future by construction of I-205. It is anticipated that the 25 foot high fill will cause approximately 1.5 feet of settlement of the existing ground. Because of the type of pipe now in use, the volume it carries and its location under the proposed freeway, action of some kind is required.

Estimates were worked up for three different sizes of Structural Plate Pipe to be used as conduit. To arrive at an in-place cost for the Structural Plate Pipe installed around the existing 24" pipe, a material cost plus a doubled labor cost was used. An extra cost for shimming up the 24" pipe as the Structural Plate Pipe settles under the new fill was not added in.

The costs for relocating the concrete cylinder pipe were figured using both a 24" pipe and a 30" pipe. The pressure sewer system was designed by CH2M for a capacity of 11.5 million gallons per day. Using 24" pipe in the relocation would reduce the capacity to approximately 10.7 million gallons per day. To relocate the line and still retain the original design capacity would require a 28-1/2" pipe, or the next standard size which is a 30". Another possible alternative might be to relocate with 24" pipe and increase the pump size. Since the present volume is only 0.5 million gallons per day a 24" pipe should provide sufficient capacity for a considerable length of time.

Since the line is the property of Multnomah County it seems that at this time it would be appropriate to discuss this with them to get their feelings on the proposed alternatives.

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DD:az
cc: Jack Cartwright
Frank Terpin
Ken Limbocker

8664 McKay Creek (Hornecker Rd.) 1977
Br. Sec. on Hornecker Rd. northwesterly of Hillsboro (Structure)

C&A 6044 4-13-77
C&A 5575 2-25-76

Archeological Study $1.00

Jon Rose contacted John Crockett and informed the county that we would request the matching funds from the County at the time of construction advance deposit 8/8/77 County said OK!

PE Ad. Deposit –	$2332.00	AD 190	234-19R-297 CC-1655
Const. & Arch. Study Ad. Dep.	38,900.00	AD 353 CC 1789	234-101C-297
	Total $41,232.00		

-8664

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-5-80	CC 2045		234-1918-297 234-1010-297

BILL TO: Code:

Washington County Board of Commissioners
150 N. First
Hillsboro, Oregon 97123
Attn: Mr. Larry Rice-Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: McKay Creek (Hornecker Road) Bridge.			
OFF SYSTEM Project No. OS-3400(1)			
Total Project Cost			$188,476.95
Less Federal Funds			147,180.58
Less County Advance Deposit			41,232.00
(Please send copy of itemized statement with outside billing)			

	$ 2,332.00
Advance Deposit Amount	$38,900.00
	500.00
Advance Deposit Previously Transferred to Highway Fund	$30,900.00
Balance	$31,400.00
Transfer to Highway Fund	$31,400.00
Refund Due	$ - - -

Amount Due . . . . . $ 64.37

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1655, CC 1789

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D E Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 6/5/80

COUNTY Washington **Contract No.** 8664 **Date Completed** 6-1-78

PROJECT # OFF SYSTEM **Section** McKay Creek (Hornecker Road) Br. OS-3400(1)

PAYMENTS TO CONTRACTOR

ITEM		**TOTAL COST**
P.E.	County	$ 2,829.72
	State	12,532.32
	Archeological Salvage	208.35
		$ 15,570.39
Construction:		
Payment to Contractor		$155,555.44
Engineering		17,095.27
Audit		255.85
		$172,906.56
Total Project Cost		$188,476.95
Federal Funds Collected		$147,180.58

County's Share of project Costs:

Cost of Project	$188,476.95
Less Federal Funds	147,180.58
Less County Advance Deposit	41,232.00
AMOUNT YET DUE STATE	$ 64.37

Reference: **Billing Form** CC 2045

FORM 734-1745

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. OS-2400(1)

VOUCHER PERIOD

From: 2-20-76 To: 11-1-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$188,423.74	$188,234.53	78.19%	$147,180.58	$147,180.58	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		3-20-80

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	McKay Creek Bridge Section					
	Washington County					
					234-1010 234-1918	
	Preliminary Engineering					
	Type Code P.E.					
	Washington County	All Required			$ 2,829.72	
	State	All Required			12,450.82	+ 81.50
	Total P.E.				$ 15,280.54 81.50 15,362.04	
	Type Code Y070					
	Archeological Salvage	All Required			208.35	15,570.39
	Construction					
	Type Code X080 - Contract 8664					
	Structure Br. #1313 (Sta. 22+14 To Sta. 23+80.63)					
	Final Contract Payment Summary	Lump Sum			$155,518.06	✓
	Construction Engineering					
SFO	#1 Field Survey-Washington County	All Required			591.29	✓
	State	All Required			16,284.37	
	Total Construction Engineering				$ 16,875.66	
	Misc. Project Costs					306.20 81.50 224.70
	Audit	All Required			306.20	
	~~P.E. 81.50~~					
	Const. 224.70					
	EEO Monitoring Expense	All Required			45.72	
	Total Participating Costs				$188,234.53	
	Nonparticipating Items					
	Interest on Final Contract Payment	All Required			37.38	✓
	Construction Engineering-State	All Required			151.83	
	Total Nonparticipating Costs				$ 189.21	
	Total Project Costs				$188,423.74	
	Prepared based on participating costs shown on Federal Billing as of 3/27/80.					
	AMOUNT CARRIED FORWARD					

```
TOTAL TO DATE JOB COST SUMMARY                                   APRIL 1980        PAGE  525

                                                                   FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX     FUNCTION  GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                              TOT       P1      1,416.93       1,955.88       1,955.88
                                           ** JOB TOTALS **     1,416.93  **   1,955.88  **   1,955.88  **

 MCFEE CR BRIDGE             CONT NO      FA PROJ NOS BROS400006 100                                     STATE
                                 234  1907   296    00 N 9      2,783.50CR     2,783.50CR     2,783.50CR
                                 234  1907   298    00 N 9      2,783.50       2,783.50       2,783.50
                                 234  1907   901    00 P 1      2,789.00       2,948.59       2,948.59
                                 234  1907   910    00 P 1        105.41         205.53         205.53
                                 234  1907   914    00 P 1         32.03          32.03          32.03
                                 234  1907   918    00 P 1                       155.20         155.20
                                 234  1907   920    00 P 1                        14.07          14.07
                                 234  1907   926    00 P 1          7.72         114.87         114.87
                                 234  1907   927    00 P 1                        37.74          37.74
                                             TOT       P1       2,934.16       3,508.03       3,508.03
                                           ** JOB TOTALS **     2,934.16  **   3,508.03  **   3,508.03  **

 MCKAY CR BR (HORNECKER RD)  CONT NO    # FA PROJ NOS OS  400001 100                                     STATE
                                 234  1918   296    00 N 9         60.49CR     2,010.49CR    14,006.49CR
                                 234  1918   297    00 N 9                                    1,832.00
                                 234  1918   298    00 N 9         60.49       2,010.49      12,174.49
                                 234  1918   901    00 P 1                                      395.06
                                 234  1918   903    00 P 1                                    2,829.72
                                 234  1918   904    00 P 1   Archeological Salvage            208.35
                                 234  1918   905    00 P 1                                      492.79
                                 234  1918   906    00 P 1                                    4,402.04
                                 234  1918   910    00 P 1                                       96.24
                                 234  1918   914    00 P 1                                      104.53
                                 234  1918   915    00 P 1                        81.50          81.50
                                 234  1918   918    00 P 1                                      650.43
                                 234  1918   920    00 P 1                                       73.25
                                 234  1918   921    00 P 1                                      565.53
                                 234  1918   923    00 P 1                                      131.14
                                 234  1918   924    00 P 1                                       50.48
                                 234  1918   926    00 P 1                                    5,489.33
                                             TOT       P1                         81.50      15,570.39
                                           ** JOB TOTALS **               **      81.50  **  15,570.39  **

 GUARDRAIL @ 18 BRIDGES CO RDS CONT NO    FA PROJ NOS SRS 00S094 100                                     STATE
                                 234  1926   296    00 N 9                                       65.90CR
                                 234  1926   298    00 N 9                                       65.90
                                 234  1926   905    00 P 1                                       73.22
                                             TOT       P1                                        73.22
                                           ** JOB TOTALS **               **             **      73.22  **

 GUARDRAIL PROJECT #1        CONT NO      FA PROJ NOS HRS 00S025 100                                     STATE
                                 234  1927   296    00 N 9                                       65.91CR
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             234   1005    298      00 N 9                                                   722.62     79    79
             234   1005    900      00 P 1                                                   722.62     78    78
             234   1005    900      00 N 1                                                     9.00     78    78
                           TOT      P1                                                       722.62
                           TOT      N1                                                         9.00
                        ** JOB TOTALS **               **                **                  731.62  **

SPRR XING @ SW WATSON/HALL   CONT NO       FA PROJ NOS RRS 005001 100                                 STATE
             234   1007    205      01 P 1                             3,246.08CR          3,246.08CR   80    80
             234   1007    205      01 N 1                                                 5,510.00CR   79    79
             234   1007    270      01 P 1                            32,460.77           87,560.77     79    80
             234   1007    296      00 N 9       26,395.81CR          26,590.46CR         76,462.16CR   78    80
             234   1007    298      00 N 9       26,395.81            26,590.46           76,462.16     78    80
             234   1007    900      00 P 1           12.77                18.17              104.79     78    80
             234   1007    900      00 N 1                                                    72.02     78    78
             234   1007    900      02 P 1           74.15               399.25              424.25     79    80
             234   1007    915      00 P 1                                                   201.14     78    79
                           TOT      P1               86.92            29,632.11           85,044.87
                           TOT      N1                                                     5,437.98CR
                        ** JOB TOTALS **             86.92  **        29,632.11  **       79,606.89  **

MCKAY CK BR-HORNECKER RD     CONT NO 8664  FA PROJ NOS OS  400001 100                                 STATE
             234   1010    201      00 P 1  Payment to contractor                        195,516.06     78    78
             234   1010    206      00 N 1  Interest to contractor                            37.38     78    78
             234   1010    208      00 N 1                                                    36.16CR   78    78
             234   1010    296      00 N 9      152.95CR             189.08CR            165,906.09CR   78    80
             234   1010    297      00 N 9                                                30,900.00     78    78
             234   1010    298      00 N 9      162.95               189.08              135,006.09     78    80
             234   1010    900      00 P 1                            17.12               16,216.39     78    79
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TOTAL TO DATE JOB COST SUMMARY                                       APRIL 1980        PAGE  118
                                                                         FISCAL         GRAND TOTAL      ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX     FUNCTION   GR  CURRENT MONTH  YEAR TO DATE    TO DATE      BEG   END
                                 234   1010    900      00 N 1      22.06          22.06          173.89     78    80
                                 234   1010    900      01 P 1                                   591.29     78    78
                                 234   1010    915      00 P 1  Audit                 60.25           60.25     80    80
                                 234   1010    915      01 P 1                       195.60          195.60     80    80
                                 234   1010    921      00 P 1  Specs                                 4.80     79    79
                                 234   1010    927      00 N 1    FREE Bridge sign                   36.16     78    78
                                 234   1010    950      00 P 1  TRAIN classes                        63.18     78    78
                                 234   1010    985      00 P 1  ELC                                  45.72     78    78
                                               TOT      P1                           272.97      172,695.29
                                               TOT      N1                22.06       22.06          211.27
                                            ** JOB TOTALS **              22.06 **   295.03 **   172,906.56  **

BNRRXING @ SW 185TH AVE      CONT NO         FA PROJ NOS RRS 043001 100                                 STATE
                                 234   1016    270      01 P 1                                32,430.22     78    79
                                 234   1016    270      02 P 1                       543.55       543.55     80    80
                                 234   1016    270      03 P 1                     1,843.97     1,843.97     80    80
                                 234   1016    296      00 N 9     239.82CR        2,646.29CR  33,526.80CR   78    80
                                 234   1016    298      00 N 9     239.82          2,646.29    33,526.80     78    80
                                 234   1016    900      00 P 1                                    38.43     79    79
                                 234   1016    900      03 P 1                                    47.47     79    79
                                 234   1016    900      04 P 1      58.07            221.89     2,047.13     78    80
                                 234   1016    900      04 N 1                                   135.12     79    78
                                 234   1016    915      00 P 1                        12.80        24.13     76    80
                                 234   1016    915      01 P 1                        16.30        16.30     80    80
                                 234   1016    915      02 P 1                       260.80       260.80     80    80
                                               TOT      P1          58.07          2,899.31    37,252.00
                                               TOT      N1                                       135.12
                                            ** JOB TOTALS **        58.07 **       2,899.31 ** 37,387.12  **
```

8664

STATE OF OREGON
Highway Accounting
External Audit Unit

Audit Report No. 184
INTEROFFICE MEMO
File: C 5-4

TO: Vernon E. Skoog
Controller

DATE: February 11, 1980

FROM: Dettmar W. Jones
Staff Auditor D. W. Jones

SUBJECT: Audit Report
Washington County
Hornecker Rd. Bridge
(McKay Creek)

We have completed an audit of the State's agreement with Washington County, FA Project OS-3400(1). The agreement authorized $18,500. FHWA approved it as of February 20, 1976 and State accepted it on June 27, 1978. Total costs incurred were $3,421.01 during the project period of February 20, 1976 - April 21, 1978.

Our examination was made in accordance with GAO Standards as implemented by OSHD audit policy. Accordingly the audit included such tests, observations and inquiries of County's records, procedures and internal controls as we considered necessary to provide assurance that financial operations were presented fairly and County complied with applicable laws and regulations.

In our opinion the above conditions were generally adequate to assure a fair presentation of the claim.

Accordingly, in our opinion, audited costs of $3,421.01 were eligible for participating under terms of the agreement.

DWJ:cw

cc: Reynoldson ✓

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

Contains
Recycled
Materials
81-125-1387

SP*75683-125

8664

9

July 28, 1978

The Aetna Casualty & Surety Company
Bond Department
200 Market Building, Suite 1500
200 S. W. Market Street
Portland, OR 97201

Gentlemen:

On July 25, 1978, we wrote to you concerning release of final payment on Contract No. 8664 awarded to Columbia Pacific Construction Company for the McKay Creek (Hornecker Road) Bridge in Washington County.

Final payment on this contract is $7,775.90 and the total contract amount is $155,518.06. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Columbia Pacific Construction Co.
P. O. Box 1244
Lake Oswego, OR 97034

C. T. Keasey
Walt Hart
Ed Hardt

8664

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: McKAY CREEK (HORNECKER RD.) BRIDGE

WEEK ENDING: JUNE 17M!, 1978

SECTION PREFIX: 234-1010

HIGHWAY: COUNTY ROAD

COUNTY: WASHINGTON

NAME OF JOB: McKAY CREEK (HORNECKER RD.) BRIDGE

KIND OF WORK: STRUCTURE

CONTRACTOR: COLUMBIA PACIFIC CONST. CO.

CONTRACT NUMBER: 8664

FEDERAL AID PROJECT NUMBER: OS-3400(1)

DATE OF CONTRACT: DECEMBER 27, 1977

DATE WORK STARTED: FEB. 15, 1978

ESTIMATED COMPLETION DATE: JUNE 1, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 180

CALENDAR DAYS USED: 123

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 68

PROJECT AUTHORIZATION: $ 175,113.46

EXCLUSIVE OF ENGINEERING: $ 161,227.83

ENGINEERING AUTHORIZATION: $ 13,885.65

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 161,227.83

ENGINEERING COST TO DATE: $ 10,900.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . . 0 %

PERCENT OF AUTHORIZATION . . . . . 78 %

DATE PROJECT WAS COMPLETED: JUNE 1, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	11	PARTLY CLOUDY	0		
MONDAY	12	PARTLY CLOUDY	0		
TUESDAY	13	SHOWERS	0		
WEDNESDAY	14	SHOWERS	0		
THURSDAY	15	PARTLY CLOUDY	0		
FRIDAY	16	PARTLY CLOUDY	0		
SATURDAY	17		0		

RECEIVED
JUN 19 1978
CONSTRUCTION BRANCH

Keasey K
Jackmond g
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11	No Activity
MONDAY 12	County installing gurad rail
TUESDAY 13	County installing guard rail
WEDNESDAY 14	County installing guard rail
THURSDAY 15	No Activity
FRIDAY 16	No Activity
SATURDAY 17	No Activity

REMARKS

Status to Date: This Project is complete.

Chuck Lobaugh

SIGNED E. Rodriguez LOCATION Beaverton
by Chuck Lobaugh

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

Form 81-734-1384 (9-77)

8664

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

6-2-78

Intermediate ☐

Final ☒

Project Name L McKay Creek (Hornecker Road) Bridge				Contract No. 8664
Highway County Road			County Washington	Prefix No. 234-1010
Contract Time Elapsed %	Contract Work Completed 100 %	Contract Work Quality Satisfactory	Contract Work Progress Good	F.A. Project No. OS-3400(1)
Inspection date June 2, 1978		By Marion Craft		

In company with Hank Rodriguez, Chuck Lobaugh, Randy Lapo(Wash. Co.), and two men from Col. Pac. Construction Co.

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This structure has been built and completed in accordance with the plans and specifications. Washington County is responsible for the end fills, the guardrail and for pouring the approaches and across the structure. On the date of the inspection, only minor cleanup remained to be done. Several items of concern by the County had been taken care of and pending cleanup of the area, the County will write us a letter accepting the project.

June 26, 1978

The paving is to be done by the County, and on this date (6-26-78), Chuck Lobaugh informed me that traffic was opened across the bridge on June 23.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

6-23-78	Date opened to traffic or in operation
6-1-78	Date of Second Notification
-	Date Contractor's notice for semi-final inspection received
6-1-78	Date Contractor removed equipment, plant, etc.
3 - 4 weeks	Estimated submittal date of semi-final estimate
6-1-78	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
~~Project Engineer (If Applicable)~~

Signed Marion Craft

Title Region Construction Engineer

N MB

FILES February 23, 1978

for G. W. Wimer
Local Government Manager

Construction Engineering
McKay Creek (Hornecker) Br.
SOS Project
Washington County
Contract No. 8664

The Construction-Finance Agreement dated March 22, 1977, covering the subject project has been reviewed. We have determined the agreement, in stating that the State will supervise construction, allows the use of county forces as well as State personnel for construction engineering.

Our PR-1 form dated January 26, 1976 was sent to FHWA with the statement "Preliminary and Construction Engineering will be performed by county forces with review and contracting by State forces." FHWA approved that action February 20, 1976.

We conclude that both documents adequately authorize construction engineering performed by county personnel, and nothing more is required except to endorse the Force Order.

RHP:ljt

cc: O. B. Jackmond
George Hopkins
Marion Craft
D. E. Swan

W
JH N B
M DmH.

RECEIVED
FEB 8 1978
CONSTRUCTION SECTION

Keasey
Bond
Hopkins
Johnson
Richards
Glenn
Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
February 7, 1978

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: MCKAY CK. (HORNECKER RD) Br.
Washington County
Contract No. 8664

TO: BRYANT JACKMOND
Construction Field Engineer

X/

$ 2500

Attached is a State Force Order to provide for payment for construction field surveying work that will be performed by Washington County. The County has been in contact with us for some time now, requesting that they be allowed to do some of the construction engineering on this project. It fits in very well with both their crews and workload, and also with our own workload. Rodriguez is very short of people now, and doesn't have a survey crew. Washington County did the vicinity map work, so they have records of the site, are familiar with the line and control points, and are located less than a mile from the project.

You should probably talk to George Hopkins before you sign this SFO, because he was not totally in favor of letting Washington County do any of this work.

We'd like to see this SFO approval and have Washington County perform part of the construction engineering on this job for the following reasons:

1. It would help us out tremendously since we don't have the readily available manpower.

2. Washington County wants to do the work, they are capable, and are located close to the job.

3. We would save money by having their survey crews do the surveying and layout, since they are already familiar with the project.

4. I believe we can do this within the framework of the existing agreement. We are still running the project, we haven't given up any responsibility, and the SFO, with the signature of Washington County, identifies the work to be done, and they are just performing this service under the direction of Rodriguez.

MC/ggw

Attachment

2-21-78 / County-City file modify the agreement to allow county to perform work as indicated. / G Hopkins

~~Marvin Holmes [illegible]~~

Revised Agreement
not Required 2/23/78

8664

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Washington County
Courthouse
Hillsboro, OR 97123

Attention of Mr. John Crockett
Director of Public Works

Request No. (assigned by staff engineer or head of section) cc 1789

Date February 21, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $38,900.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Depoist	8,000.00	
		To be transferred to State Highway funds for the McKay Creek (Hornecker Rd.) Bridge Section, OS-3400(1)		$30,900.00
		Covered by agreement #6044		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 38,900.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
234-1010-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
Gerald Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8664 9

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-31	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-30-78	Oregon County Washington Project No. OS-3400(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

McKay Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-20-76	0.032
RIGHTS-OF-WAY		
CONSTRUCTION	11-22-77	0.032
OTHER *(Specify)*		

FUNDS Pro rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 188,113.00	$ 147,084.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JAN 30 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, January 16, 1978

Federal Aid Project
No. OS-3400(1)

McKay Creek Bridge Section
Hornecker County Road
Washington County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering Including Archeology Study	All Required		$ 13,000.00

Type Code X080
Structure Br. #1313 (Sta. 22+14 to Sta. 23+80.63)

Mobilization	All Required		$ 15,400.00
Shoring, Cribbing, Etc.	All Required		1,000.00
Structure Excavation	120 Cu.Yd.	10.00	1,200.00
Furnish Pile Driving Equipment	All Required		10,000.00
Furnish 14-inch Prestressed Concrete Piling	826 Lin.Ft.	11.00	9,086.00
Furnish 16-inch Prestressed Concrete Piling	1,030 Lin.Ft.	13.00	13,390.00
Drive Prestressed Concrete Piles	1,739 Lin.Ft.	1.00	1,739.00
Structural Concrete Class 3300 (140 c.y.)	All Required		26,320.00
4' x 65'/70' Prestressed Slabs	9 Only	3,650.00	32,850.00
4' x 45'/50' Prestressed Slabs	18 Only	1,900.00	34,200.00
Reinforcement (14,100 lbs.)	All Required		3,400.00
Guardrail in Stockpile	All Required		5,500.00
			$154,085.00

Anticipated Items

Temporary Erosion Control	All Required		$ 200.00
	Subtotal		$154,285.00
	Engineering		20,828.00
	Total		$175,113.00

Length of Project . . . . 0.032 Mile

SUMMARY OF FUNDS (78.19%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 13,000.00	$ 10,164.00	$ 2,836.00
Structure	175,113.00	136,920.00	38,193.00
Total	$188,113.00	$147,084.00	$41,029.00

Group 1	100%
Contract No.	8664
Prefix No.	234-1010
Prefix No.	234-1918

664

Date 1-27-78 **PROJECT MANAGEMENT OFFICE MEMO**

Subject Hornecker Rd – Washington County Off-system File No.

Received (call) (~~visit~~) from Ed Hardt

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

County wants to layout and learn documentation requirements

Agreement specifies State engineered

Hopkins concerned of documentation required to allow

John Bond says write SFO which he will

He'll send us a copy & request we take any necessary documentation requirement

To be safe we should modify original agreement when we get data

Signature S Nimer

File ( ) Circulate: [✓ PME] ( ) LGE ( ) ~~CPE~~ ( ) FAE [✓ OCE] ( ) OM ( ) Other Prange ☑ Holmes ☑

.8664

December 20, 1977

Washington County Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attention Mr. John Crockett
Director of Public Works

Gentlemen:

On December 14, 1977 the lowest of ten bidders on the McKay Creek (Hornecker Road) Bridge Section was Columbia Pacific Construction Company, 8 Independence Avenue, Lake Oswego, OR 97034. This bid was approximately 19 percent greater than our estimate. Since this is above the 10 percent limit it will be your responsibility to either accept or reject the project. If the county does decide to proceed with the project, the following advance deposit is required from the county prior to awarding the contract. This is an Off-System Roads project.

Bid Items	$154,085.00
Temporary Erosion Control	200.00
4-1/2% Contingencies	6,942.83
9% Engineering	13,885.65
Estimated Cost of Contingencies	$175,113.48
Estimated Cost of P.E.	11,947.29
Archeological Study	210.00
Estimated Total Cost of Project	$187,270.77
22% Advance Deposit for $187,270.77 =	$41,199.57
Less prior advance deposit from county	-2,332.00
Advance deposit yet due State	$38,867.57
or rounded to $38,900.00	

Please make your check in the amount of $38,900.00 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Metro Federal Aid Engineer, 5821 N.E. Glisan Street, Portland, OR 97213, prior to January 6, 1978.

Very truly yours,

Signed by

Gerald Wimer
Local Government Manager

HR:ljt

bc w/att: Jon Rose, Metro - Upon receipt of $38,900 check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit #AD 353 and submit to Finance Branch.

8664

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 8, 1977

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 14 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 14 on the following projects:

1. Skipanon River (Warrenton) Bridge
   Warrenton-Astoria Highway
   Clatsop County

   Structure replacement.

   > Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

   10-foot shoulders provided on this project.

2. Shore Acres State Park
   Cape Arago Highway
   Coos County

   Toilet building

   > Same as No. 1.

3. Oregon Coast Highway @ Shopping Center Avenue
   Curry County

   Traffic signals.

   > Same as No. 1.

4. N. Oakland Interchange-Sutherlin Interchange
   Pacific Highway
   Douglas County

   Grading and paving (overlay)

   > Same as No. 1.

   10-foot shoulders provided on this project.

5. Grant County Line-Call Meadows Road
John Day-Burns Highway
Harney County

Paving (overlay).

Same as No. 1.

6. Rogue Valley Highway @ Mountain Avenue (Ashland)
Jackson County

Traffic signals.

Same as No. 1.

5-foot sidewalks on both sides will be constructed on this project.

7. Redwood Highway at Fairgrounds Road (Grants Pass)
Josephine County

Traffic signals.

Same as No. 1.

8. Goshen-Divide Highway at 6th Street (Cottage Grove)
Lane County

Traffic signals.

Same as No. 1.

9. Oregon Coast Highway at Clear Lake Road
Lane County

Grading and paving (overlay)

Same as No. 1.

4-foot shoulders provided on this section

10. 7th Avenue at Monroe Street (Eugene)
Lane County

Traffic signals.

Same as No. 1.

11. Beverly Beach State Park
Lincoln County

Sewage pumping stations.

Same as No. 1.

12. Deer Park Drive SE-Silver Creek Falls Interchange
North Santiam Highway
Marion County

Paving.

Same as No. 1.

13. NE Marine Drive-NE Holman Street
East Portland Freeway
Multnomah County

Grading.

Parallel footpath and bikeway will be constructed under future contract.

14. McKay Creek Bridge
Hornecker Road
Washington County

Structure.

4½-foot striped footpath provided on each side.

15. Sunset Highway at Murray Blvd.
Washington County

Traffic signals.

Same as No. 1.

16. E. 17th Avenue-I-5 Interchange (Eugene)
Glenwood Blvd.
Lane County

Grading, paving and structures.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "Footpaths and trails are not required to be established. . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
D. N. Harwell

8664

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-22-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

8

FEDERAL AID PROJECT NO
OS-3400(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
OS-17

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
11-22-77	11-22-77	Non-Federal-aid County Road

GENERAL LOCATION:
"McKay Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:
Construct one Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 11-18-77 letter, I accept the certification of Mr. Rod Henry dated 11-14-77 that the provisions of FHPM 7-5-1 have been complied with.

NOTED
F. B. KLABOE

12-16

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-22-77	G. K. Hassner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8664

Wash.

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11/17/77
Donald R Rout

Day

12-14-77
~~10-20-77~~
~~9-22-77~~ Bid Letting ______________ All Clear Deadline

SECTION MCKAY CREEK BRIDGE
Highway Hornecker Road
County Washington Region ______
Type of Work Str. Funds OS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	No significiant problems
Write-off Letter	☒					
PERMITS:						
Division of State Lands		☒	☒	☒	☒	
D.O.G.M.I.	☒					
Corps of Engineers		☒			☒	General Permit
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
Wash Co Flood Plain	☒				☒	
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study		☒			☒	

.8664

Wash.

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

October ~~27~~ 31, 1977

1 Versteeg ✓
Christensen
George
Olson
Terpin
2 Sullivan JWS
Scott
Savage

RECEIVED
NOV 0 1 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Jon Rose
Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Subject: ~~Hornecker Road Bridge~~ McKay Cr. Bridge

Dear Jon:

This is to confirm the County's share of work to be done on the Hornecker Road bridge that we discussed on the phone. The advance signing and partial barricades will be built and put in place by our Traffic Section as soon as a closure date has been established. This can be worked out with the contractor, depending on when he wants to start work.

Our Operations Division will remove the old structure within one week after notification by the contractor, and will construct the new approaches upon completion of the bridge, or at such a time the contractor needs the work done. Guardrail can be stockpiled at our maintenance yard at 2470 S.E. River Road, Hillsboro. The contractor should call Monte Palmer at 640-3425 prior to delivery.

I would also like to add that our inspectors and survey crew are available to help during construction of the bridge. This can be worked out with the resident engineer when one has been assigned.

Respectfully,

Mike Borresen
Mike Borresen
Civil Engineer

SE SPC
O
7

FILE T/A

To: GERRY WIMER
Date 10-31-77

From: JON ROSE, METRO

[✓ Program Mgmt.] Traffic Region 1

Comments: John Day requested this information. Please note, then forward to John. County would like to assist as much as possible with construction engineering.

Jon Rose

cc Region I

8664

STATE OF OREGON **INTEROFFICE MEMO**

TO: GERALD WIMER
Local Government Programs Engineer

DATE: October 10, 1977

FROM: JON ROSE Jon Rose
Federal Aid Coordinator

SUBJECT: PLAN APPROVAL/HORNECKER ROAD BRIDGE OSR PROJECT
WASHINGTON COUNTY

Washington County has reviewed and approved as noted advance plans for the McKay Creek (Hornecker Road) Bridge. One set of the plans is returned as requested.

To determine the need for membrane water proofing under the AC Wearing Service, the county was asked for its policy on the use of salt for ice and snow removal. The attached letter confirms county policy.

Please note also that Washington County would like to assist in the construction as much as possible. This has been discussed several times and we would like to be certain our program with FHWA will allow handling the project in this way.

Please review and forward the approved advance plans and the county's letter for use by the Bridge Section.

JR/ls
Attachment
cc: Ed Hardt w/attachment

C.C. L. Wallace - Structures
J.H Versteeg - Engineering
Dick Lenz - Location

In a telephone conversation on Oct. 18 with Mr. Borreson of Washington Co. Engr. staff, the difference in 100-yr. elevations was explained. The lower elevation of 149.9' was a result of the improved hydraulic capacity of the new structure by lowering the water surface elevation by 0.4'.

R L Lenz
Richard L. Lenz
Hydraulics Engineer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
OCT 12 1977
File: PM FA
LG OP
TAA

Received 10-18-77

TAA

81-125-1387

8664

STATE OF OREGON — INTEROFFICE MEMO

TO: GERALD WIMER
Local Government Programs Engineer

DATE: October 10, 1977

FROM: JON ROSE Jon Rose
Federal Aid Coordinator

SUBJECT: PLAN APPROVAL/HORNECKER ROAD BRIDGE OSR PROJECT
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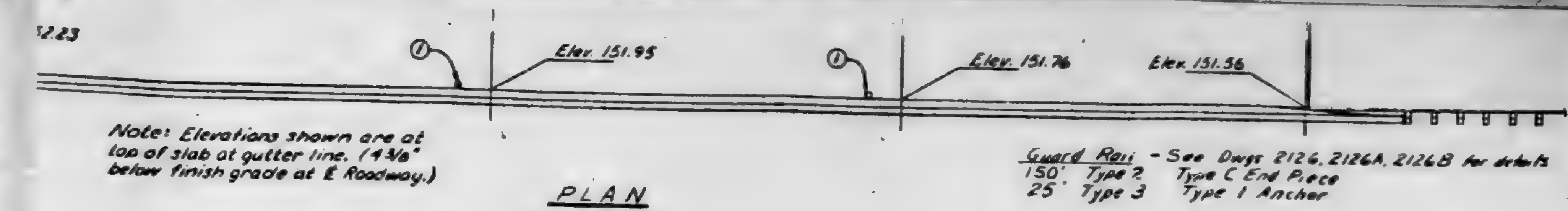
R L Lenz
Richard L. Lenz
Hydraulics Engineer

PROJECT MANAGEMENT
PME
LGE
CCE ☐
FAE ☐
OM ☐
OPE ☐
OCT 12 1977
TAA Bynolfson
File: PM FA
LG OP

Received 10-18-77

Bynolfson TAA

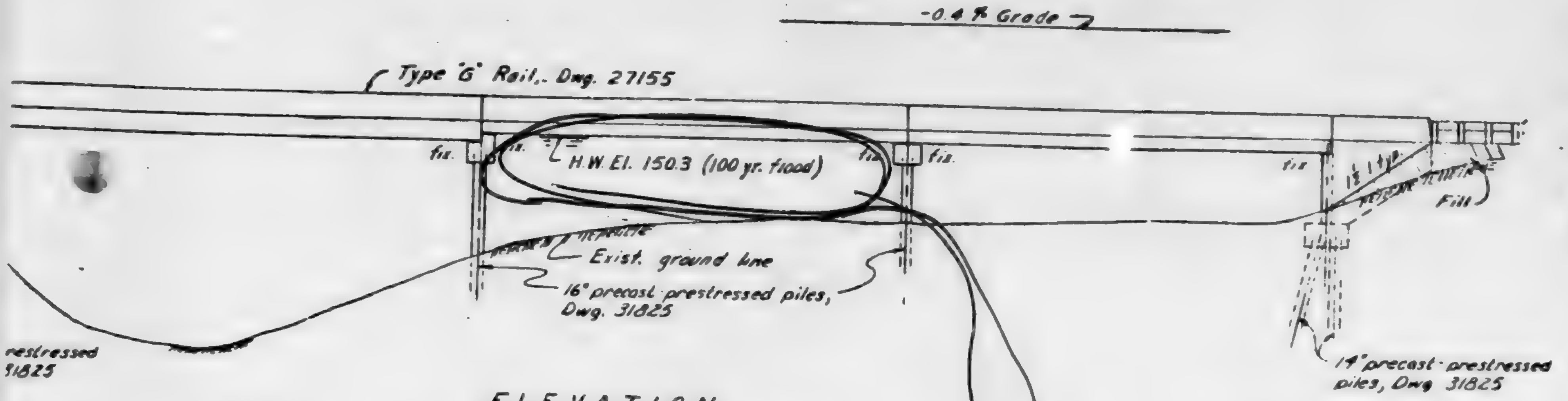
81-125-1387



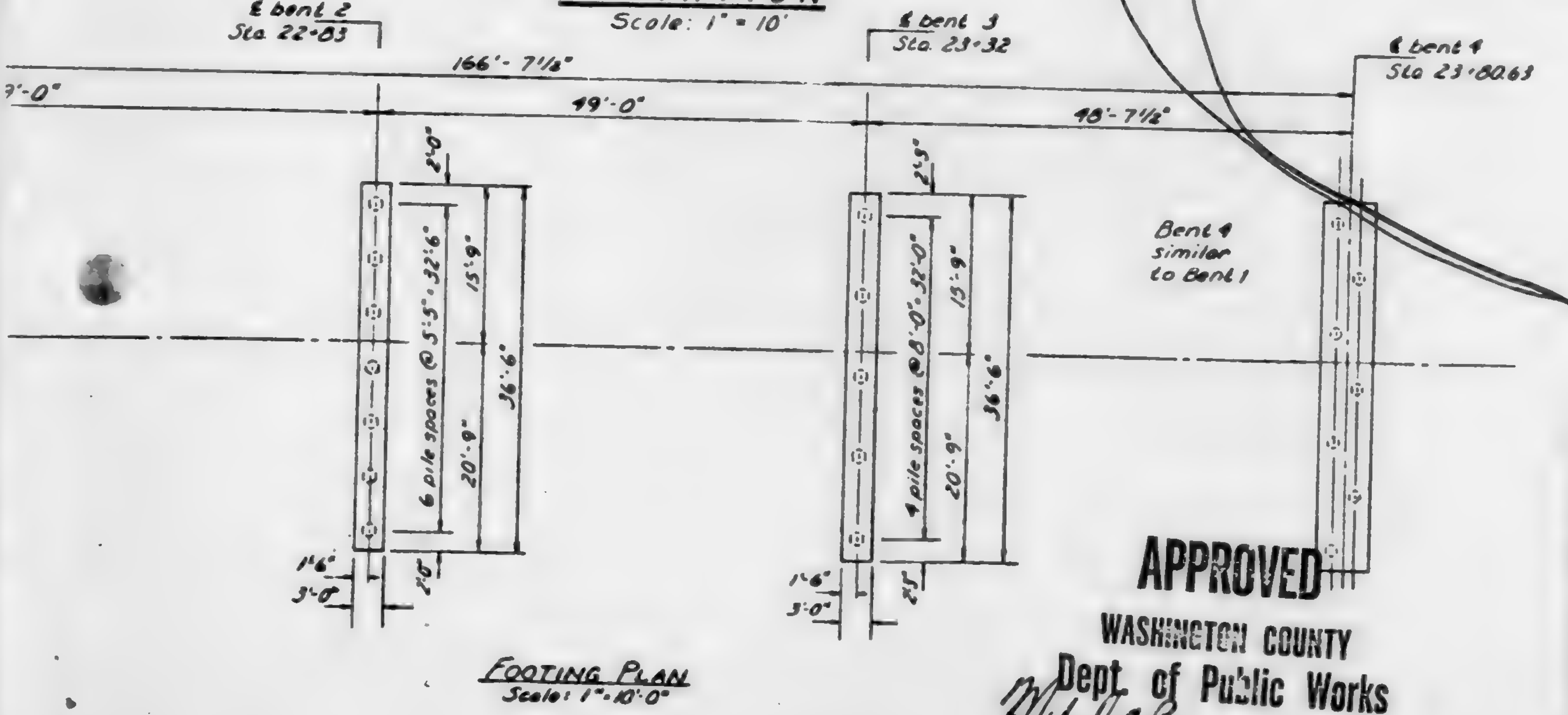
Note: Elevations shown are at top of slab at gutter line. (4 3/8" below finish grade at ℄ Roadway.)

Guard Rail - See Dwgs 2126, 2126A, 2126B for details
150' Type 2 Type C End Piece
25' Type 3 Type 1 Anchor

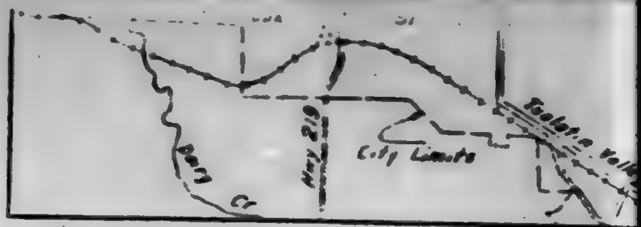
PLAN
Scale: 1" = 10'


-0.4 % Grade
Type "G" Rail, Dwg. 27155
fix.
H.W. El. 150.3 (100 yr. flood)
fix.
fix.
fix
1½:1
Fill
Exist. ground line
16" precast prestressed piles, Dwg. 31825
prestressed 31825
14" precast-prestressed piles, Dwg 31825

ELEVATION
Scale: 1" = 10'



FOOTING PLAN
Scale: 1" = 10'-0"



VICINITY MAP

General Notes:

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge designed for HS 20-44 live loading and for superimposed dead load allowance for curbs, surfacing and rails of 100 psf.

Prestressing steel shall be in accordance with detail plans.

All reinforcing steel shall conform to ASTM Specification A-615. Bars number 3 thru 7 shall be Grade 40 (fs = 20,000 psi). Bars number 8 thru 18 shall be Grade 60 (fs = 24,000 psi). The following splice lengths shall be use unless shown otherwise:

Bar Size	Splice Length
3-7	24d (1'-0" min)
8&9	48d
10&11	60d

All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise.

Concrete in walls, footings, and parapets shall be Class 3300-1½" (fc = 1320 psi)

Piling at bents 1 & 4 shall be 14" precast-prestressed concrete driven to a minimum bearing of 50 tons/pile. Piling at bents 2 & 3 shall be 16" precast-prestressed driven to a minimum bearing of 70 tons/pile.

HYDRAULIC DATA	
	Design Flood
Discharge - cfs.	8400
Frequency - yrs.	100
H W Elevation Natural Channel	150.1'
H W Elevation Channel Change	149.9'
Average Velocity - fps	4.3

ADVANCE PLA
SEP 2 3 197

DO NOT SCALE
DO NOT USE FOR CONSTR

APPROVED
WASHINGTON COUNTY
Dept. of Public Works
By Michael A. Bonn Date 10-2-77

APPROVED:
BRIDGE ENGINEER
DEPUTY STATE HIGHWAY ENGINEER
DESIGNED MWH
DRAWN MWH
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1657

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

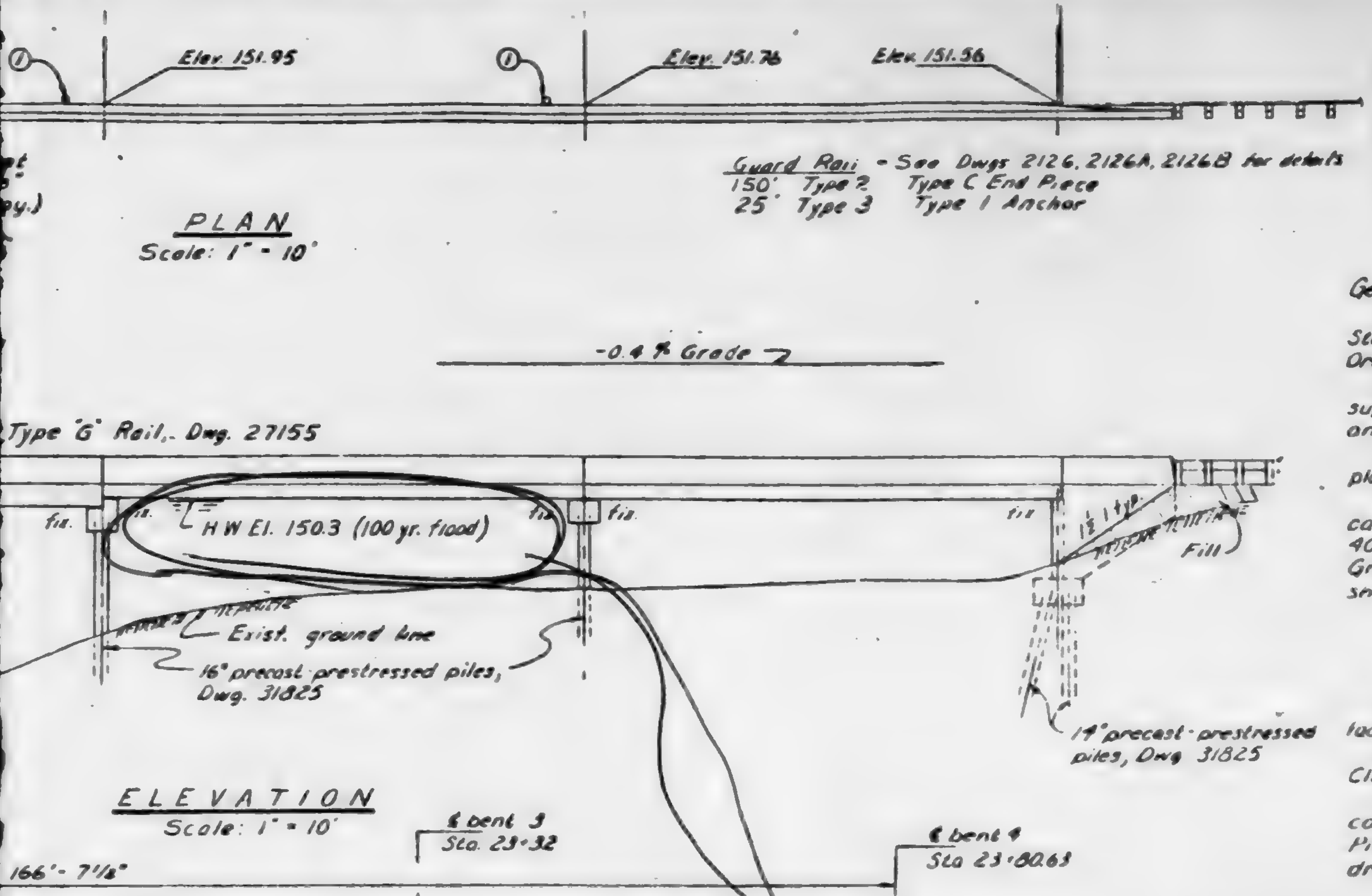
McKAY CREEK (HORNECKER RD) BRID

COUNTY ROAD
WASHINGTON COUNTY

PLAN AND ELEVATION

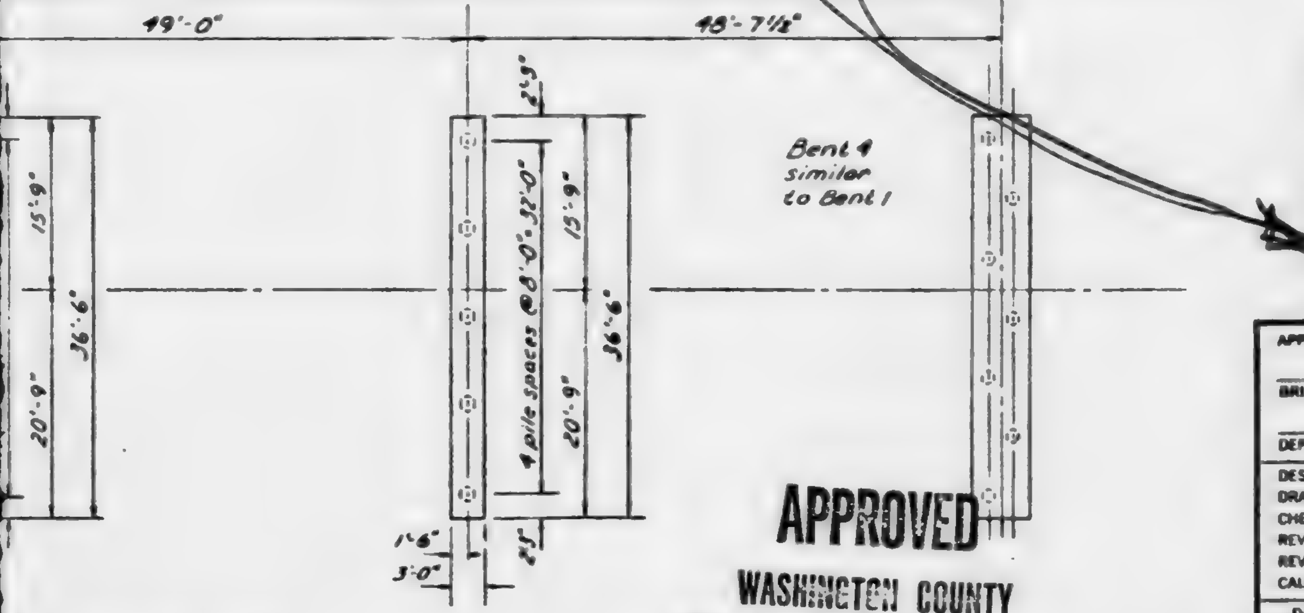
ACCOMPANIED BY DWGS. 32950, 32951, 32952, 29279, 29781, 27155, 31825, 2126, 2126A, & 2126B

DATE 9-21-77
BRIDGE NO. 13287A
SHEET 1 OF 11
DRAWING NO. 32949


Elev. 151.95
Elev. 151.76
Elev. 151.56
①
①
Guard Rail - See Dwgs 2126, 2126A, 2126B for details
150' Type 2 Type C End Piece
25' Type 3 Type 1 Anchor
-0.4 % Grade
Type "G" Rail, Dwg. 27155
fix.
fix.
HW El. 150.3 (100 yr. flood)
1½:1 typ.
Fill
Exist. ground line
16" precast prestressed piles, Dwg. 31825
14" precast-prestressed piles, Dwg 31825
℄ bent 3
Sta. 23+32
℄ bent 4
Sta 23+80.63
166'-7½"
49'-0"
48'-7½"

PLAN
Scale: 1" = 10'

ELEVATION
Scale: 1" = 10'



FOOTING PLAN
Scale: 1" = 10'-0"

VICINITY MAP

General Notes:

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge designed for HS 20-44 live loading and for a superimposed dead load allowance for curbs, surfacing, and rails of 100 psf.

Prestressing steel shall be in accordance with detail plans.

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Bar Size	Splice Length
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8&9	48d
10&11	60d

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HYDRAULIC DATA	
	Design Flood
Discharge - cfs.	8400
Frequency - yrs.	100
HW Elevation Natural Channel	1501'
HW Elevation Channel Change	1499'
Average Velocity - fps	4.3

ADVANCE PLANS
SEP 23 1977
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED: BRIDGE ENGINEER DEPUTY STATE HIGHWAY ENGINEER	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
DESIGNED MWH DRAWN MWH CHECKED REVIEWED REVIEWED CALC BOOK 1657	McKAY CREEK (HORNECKER RD) BRIDGE COUNTY ROAD WASHINGTON COUNTY
DATE REVISION	PLAN AND ELEVATION
	ACCOMPANIED BY DWGS. 32950, 32951, 32952, 29779, 29781, 27155, 31825, 2126, 2126A, & 2126B
	DATE 9-21-77 SHEET 1 OF 11
	BRIDGE NO. 13287A DRAWING NO. 32949

APPROVED
WASHINGTON COUNTY
Dept. of Public Works
By Michael A. Bonus Date 10-2-77

```
[illegible] CR BRIDGE            CONT [illegible]      FA PROJ NOS [illegible] 100                                                   STATE
                                 [illegible]  1978     [illegible]  [illegible] P 1                                      [illegible]
                                 [illegible]  [illegible] [illegible] [illegible] P 1                                    1,[illegible]
                                 [illegible]  1978     910          [illegible] P 1                                          63.43
                                 [illegible]  1978     [illegible]  [illegible] P 1                                         [illegible].41
                                 [illegible]  1978     [illegible]  [illegible] P 1                                         [illegible].44
                                                       TOT          P1                                                  1,[illegible].25
                                                   ** JOB TOTALS **                  **                **              1,[illegible]   **

[illegible] CR BR (HORNECKER RD)  CONT NO      FA PROJ NOS [illegible] 100                                                    STATE
                                 [illegible]  1978     [illegible]  [illegible] H 9                                      1,[illegible]
                                 [illegible]  1978     [illegible]  [illegible] H 9                                      1,[illegible]
                                 [illegible]  1978     [illegible]  [illegible] P 1  Resdent Engineer                     [illegible]
                                 [illegible]  1978     [illegible]  [illegible] P 1  Final Design                          [illegible]
```

1-77

```
[illegible] JOB COST SUMMARY                                              SEPTEMBER 1977               PAGE [illegible]

DESCRIPTION OF JOB OR COMPONENT        PREFIX         FUNCTION    OR   CURRENT MONTH       YEAR TO DATE      [illegible]
                                 [illegible]  [illegible]  [illegible] [illegible] 1  Bridge [illegible] Design   [illegible]   [illegible]
                                 [illegible]  [illegible]  [illegible] [illegible] P  Soils and geology                        [illegible]
                                 [illegible]  [illegible]  [illegible] [illegible] P  Reconnaissance 1.61 + Hydrology  [illegible]   [illegible]
                                 [illegible]  [illegible]  [illegible] [illegible] P  Environmental [illegible]                 [illegible]
                                 [illegible]  [illegible]  [illegible] [illegible] P  Dept of Transp                           [illegible]
                                 [illegible]  1978     [illegible]  [illegible] P 1  Foundation Investigation   [illegible]   6,[illegible]
                                               ** JOB TOTALS **    [illegible] **   1,[illegible] **   [illegible] **
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9-77

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[illegible] LOOP                 CONT [illegible]      FA PROJ NOS [illegible] 100                                                    STATE
                                 [illegible]  1975     [illegible]  [illegible] H 9                                      3,[illegible]
                                 [illegible]  [illegible] [illegible] [illegible] H 9                                    2,[illegible]
                                 [illegible]  [illegible] [illegible] [illegible] H 9                                      [illegible]
                                 [illegible]  [illegible] [illegible] [illegible] P 1                                    1,[illegible]
                                 [illegible]  [illegible] [illegible] [illegible] P 1                                      [illegible]
                                 [illegible]  [illegible] [illegible] [illegible] H 1                                      [illegible]
                                 [illegible]  [illegible] [illegible] [illegible] P 1                                    [illegible]
                                 [illegible]  [illegible] [illegible] [illegible] P 1                                      [illegible]
                                 [illegible]  [illegible] [illegible] [illegible] P 1                                         [illegible]
                                 [illegible]  [illegible] [illegible] [illegible] P 1                                      [illegible]
                                 [illegible]  1975     [illegible]  [illegible] P 1                                      [illegible]
                                                       [illegible]  P1                                                  7,2[illegible]
                                                   ** JOB TOTALS **                  **                **              7,2[illegible].73 **

[illegible] & [illegible] BRIDGES CO RDS CONT [illegible]  FA PROJ NOS [illegible] 100                                       STATE
                                 [illegible]  1975     [illegible]  [illegible] H 9          1.00CR          [illegible]CR
```

LL-1

1-7-78

8664 Wash

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 23, 1977

T.G. Thompson

FROM: T. G. Thompson
Supervisin g Design Engineer

TO: Mr. R. N. Bothman
Metropolitan Engineer

Attention Mr. John Rose
Federal Aid Engineer

SUBJECT:

McKay Cr. (Hornecker Rd.)
Bridge 13287
County Road
Washington County

Enclosed are four reduced prints of Drawings 32949 through 32952 which are the advance detail drawings for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $170,000.

Plans as detailed do not call for a waterproof membrane under the A.C. wearing surface, which assumes the County will not use salt on this bridge. To construct the structure without the waterproof membrane requires a letter from the County stating that they will not use salt at this location.

These plans are sent to you to enable you to obtain Washington County's approval. Please return one set to this office with the County Commissioners' approval stamped thereon and a statement about salting. Please return them as soon as possible.

We plan to call for bids on this section on November 17, 1977.

HOW:dh

cc H. A. Schell, 2 encl.
Road Design 1 encl.
County City Unit

1 Versteeg ✓
2 Christensen Don
George
Olsen
Turpin
Sullivan
Scott
Savage

RECEIVED
SEP 26 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard Dorn
Cole Sample
Eriksen Watson RW
Hager Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

REFERRED TO
Beard Dorn
Cole Sample
Eriksen ✓ Watson RW
Hager Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8664 8-22-77 9

U.S. DEPARTMENT OF TRANSP ATION - FEDERAL HIGHWAY ADMINISTRATIO

LETTER OF APPROVAL AND/OR AUTHORIZATION

EDERAL AID PROJ OS-3400(1)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. OS-17

TO:

Mr. H. S. Coulter
State Highwy Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
orig. to
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED —

DATE AUTHORIZATION EFFECTIVE 7-12-77

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

"McKay Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:

Program change and archeology study.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program change and archeology study
TEC NTE $210 F.F. 164.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's August 3, 1977, letter, this will confirm Mr. Kappus' verbal authorization for program change, adding archeology study, and authorization to proceed with the work effective July 12, 1977.

A signed copy of the archeology authorization is attached.

DATE 8-22-77

SIGNATURE OF APPROVING OFFICIAL

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8664

234-1918

STATE OF OREGON **INTEROFFICE MEMO**

TO: WALT HART
Bridge Design Engineer

DATE: August 11, 1977

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: County Recommendation
McKay Creek Bridge (Hornecker Road)
Washington County

Washington County was given copies of four different designs for the Hornecker Road Bridge and has responded with the attached letter. I advised Ted Thompson by telephone of the County's preference for Alternate 1 and the attached letter confirms that choice.

Please take appropriate action.

JR/ldo

Attachment

cc: Region 1 w/attachment
Gerry Wimer "

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
AUG 16 1977
TAA ______ File: PM FA
LG OP

81-125-1387

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

August 8, 1977

Jon Rose
Federal Aid Engineer
5821 N.E. Glisan Street
Portland, Oregon 97213

RE: Hornecker Bridge No. 13287

Dear Jon:

We have reviewed the preliminary plans of the four alternate span arrangements and favor Alternate I with an estimated cost of $170,000.00.

According to Von Hemmert, the fill required for Alternate II would raise the 100 year flood surface elevation, which is in violation of the Washington County Flood Plain Ordinance. Although there is a slight fill required for Alternate I, the removal of the existing timber piling should compensate for any loss of flood storage capacity.

Sincerely,

John F. Crockett
Director of Public Works

JFC:js

-8661

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 27, 1977

FILE:

Von E. Hemmert

FROM: Von E. Hemmert
Hydraulics Specialist

TO: FILE

SUBJECT: McKay Creek Bridge
Hornecker Road
Washington County

Info
Investigate
R/D
Action
File
Letter
See me
FOR
REFER TO
JUN 28 '77
PROJECT MANAGEMENT

NOTED
D. H. MOEHRING

At the request of the Bridge Design Section, the subject bridge was analyzed to determine the amount of backwater that would be created from different bridge lengths. Three bridge alternates were examined and backwater values were compared with that of the existing bridge. The 100-year discharge of 8400 cfs, as determined by the Corps of Engineers, was used in the backwater calculations. Information from the Corps of Engineers indicates that the 100-year highwater elevation for the existing bridge is 150.1 feet MSL.

Using the Federal Highway Administration's computer program "Hydraulics of Bridge Waterways", the following information was derived for the existing bridge and the three alternates:

Approximate Bridge Length (see drawing attached)	Highwater Elev. (feet)	Average Velocity (fps)
167' (Alternate #1)	149.9	4.3
188' (Existing)	150.1	4.2
130' (Alternate #2)	150.3	5.3
99' (Alternate #3)	150.8	6.4

It should be noted that the National Flood Insurance Act limits the backwater from a series of developments at a stream crossing to one foot over existing conditions.

Another consideration at this crossing is the effect that the proposed structure has on the 100-year flood plain. The previously mentioned computer program can only analyze conditions at the immediate bridge site, and without considerably more field engineering it is not possible to determine just how far upstream additional backwater from the proposed bridge would have an effect. The flood plain upstream from the bridge does widen out substantially as compared to that at the bridge site so the backwater effect will be dissipated rather quickly.

N

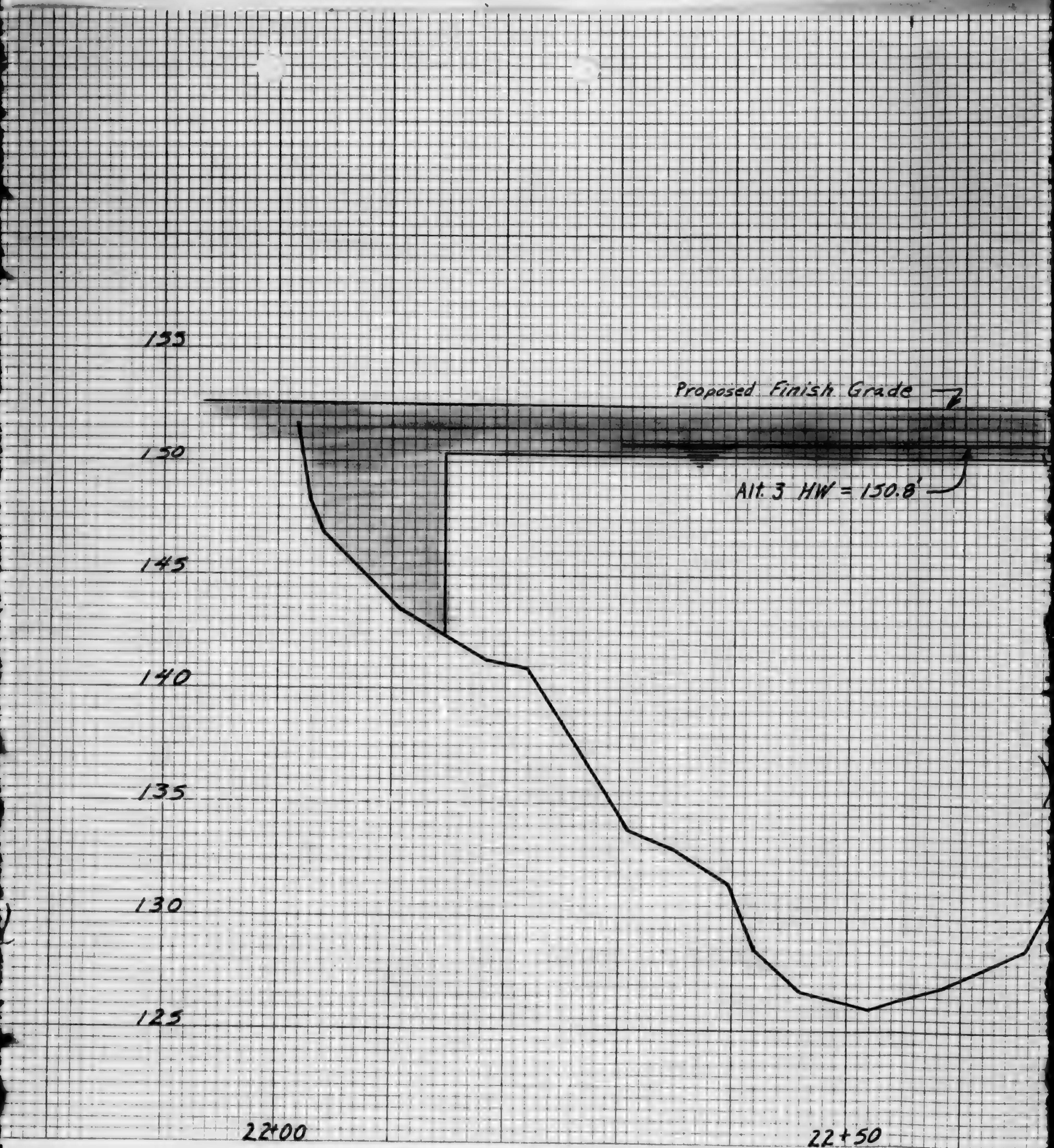
Dan H.

In the fourth paragraph of Washington County's hydraulic analysis for this bridge, it states that less than 2 percent of the basin in the North Plains area would have some urban and urban intermediate development; about one-third of that urban area is already developed. Any future development will have a negligible effect on the runoff in this basin. The additional 0.7 foot of highwater caused by the bridge in Alternate #3 over that of the existing bridge will not materially alter conditions in the existing drainage shed area.

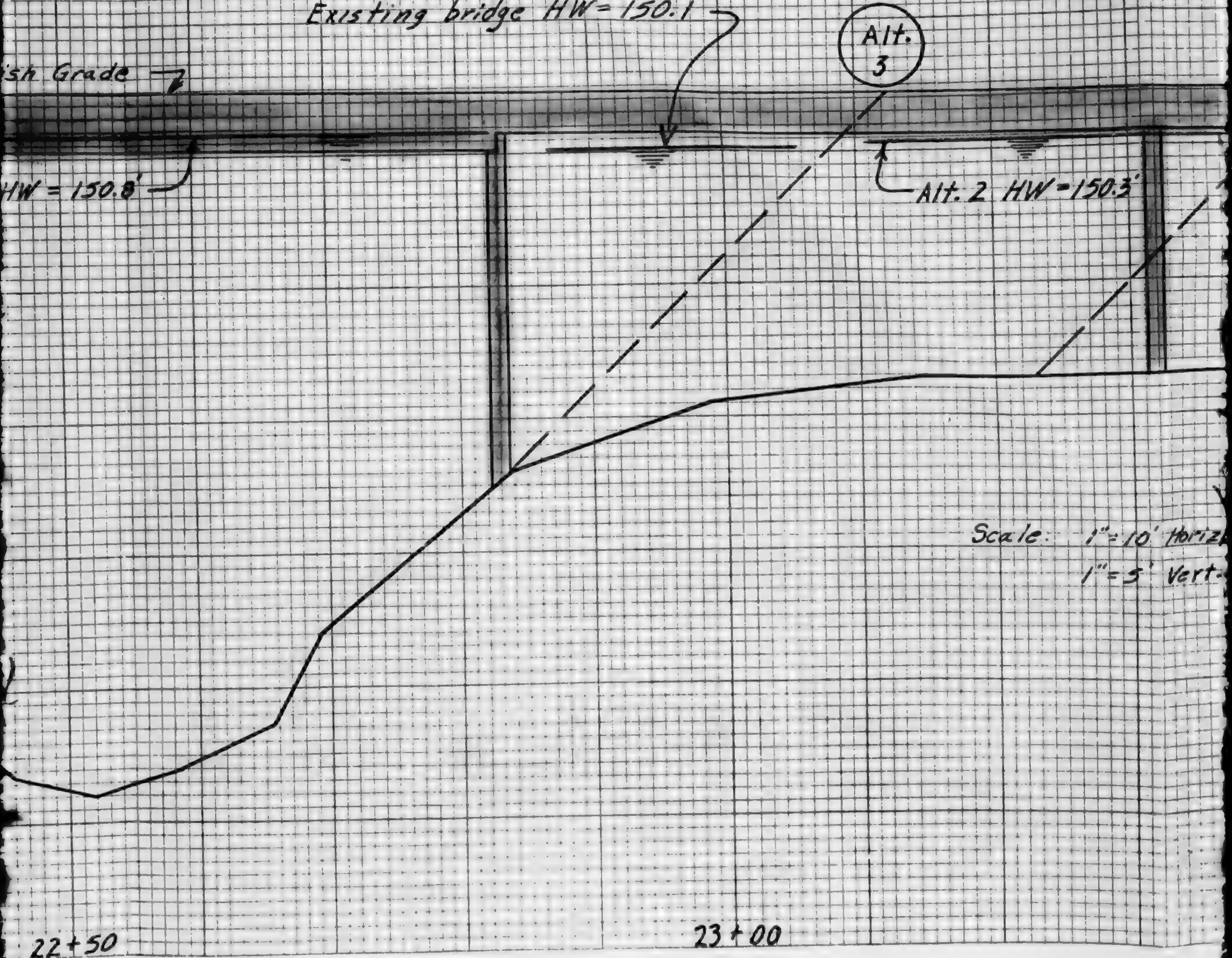
A final hydraulics data sheet will be forthcoming when the County's decision has been received on what length of bridge will be used at this crossing.

VEH:jp
Attachment

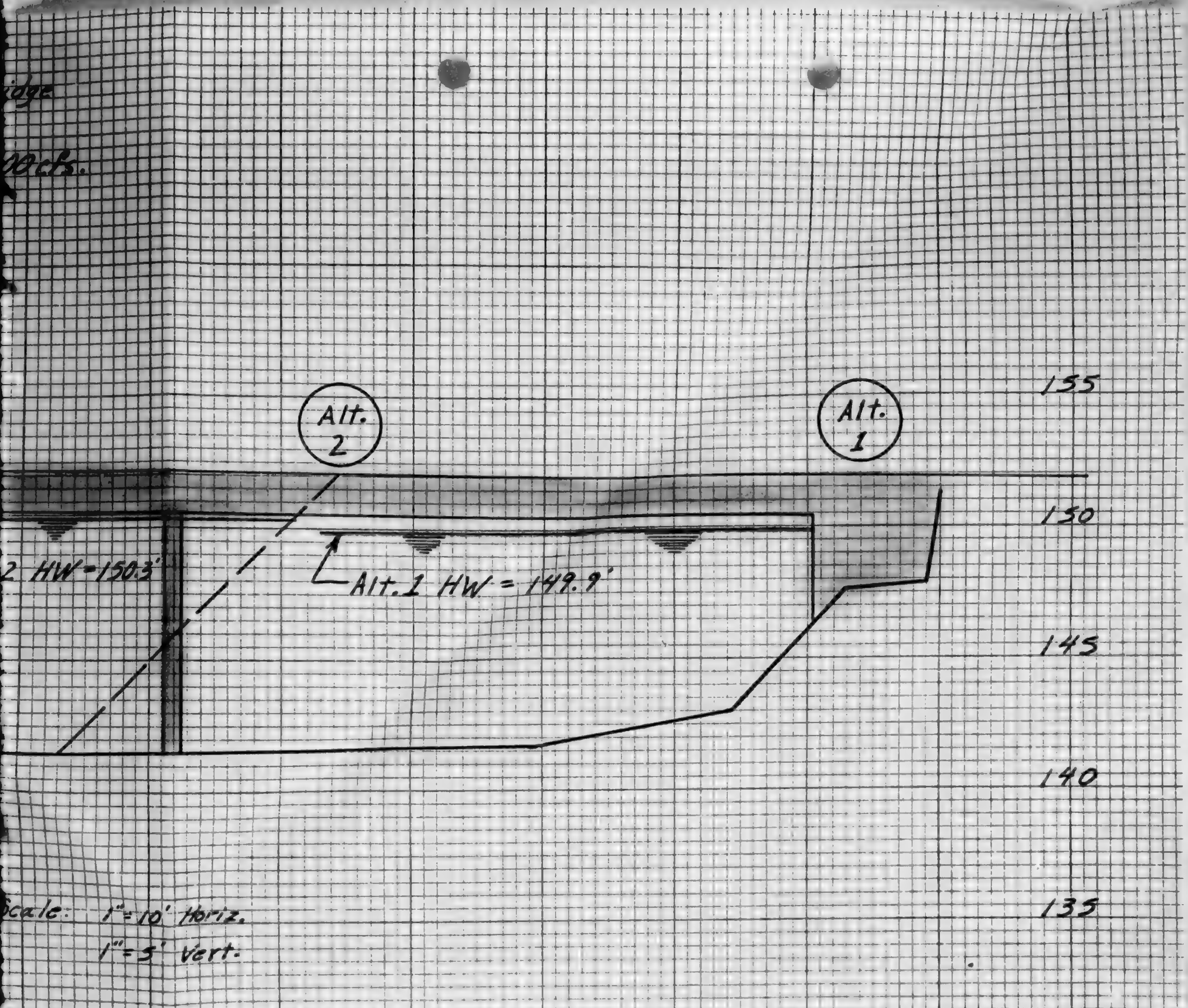
cc F.E. Terpin
E.L. Hardt
Walt Hart
Jack Davis
Don Harwell


155
Proposed Finish Grade
150
Alt. 3 HW = 150.8'
145
140
135
130
125
22+00
22+50

Highwater calculated for the existing bridge and three proposed bridge alternates using 100-year discharge; Q_{100} = 8,400 cfs.



K+E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.
PRINTED IN U.S.A. 781001


idge
00cfs.
Alt. 2
Alt. 1
155
150
2 HW = 150.3'
Alt. 1 HW = 149.9'
145
140
cale: 1" = 10' Horiz.
1" = 5' Vert.
135
130
McKay Creek Bridge
Hornecker Road
Washington County
23+50
24+00

(#2) 8664

ODOT B-11 9

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 22, 1977

TO Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental Council
P.O. Box 488
Cannon Beach, OR 97110

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: McKay Creek (Hornecker Rd.) Bridge
Highway: Hornecker Rd.
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 22, 1977.

BLG:dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: J. Sheldrake
District Engineer: E. L. Everton
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

ODOT B-11

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #		Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation		
03	12] APPLICANT ADDRESS STREET [45 207 Transportation Bldg.	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 McKay Creek (Hornecker Rd.) Bridge Hornecker Road			
11	12] PROJECT LOCATION—CITY Near Hillsboro	PROJECT LOCATION—COUNTY Washington	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05	Replacement of deficient bridge over McKay Creek on the Hornecker Road 1.0 mile
06	12] north of Hillsboro. [71
07	12] [71
08	12] [71
09	12] [71
10	12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	215,000	-	-	-	-	215,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title I, Public Works Employment Act of 1977	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Commerce	46] FEDERAL SUB-AGENCY NAME [79 Economic Development Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: June 22, 1977	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	July	22	1977

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

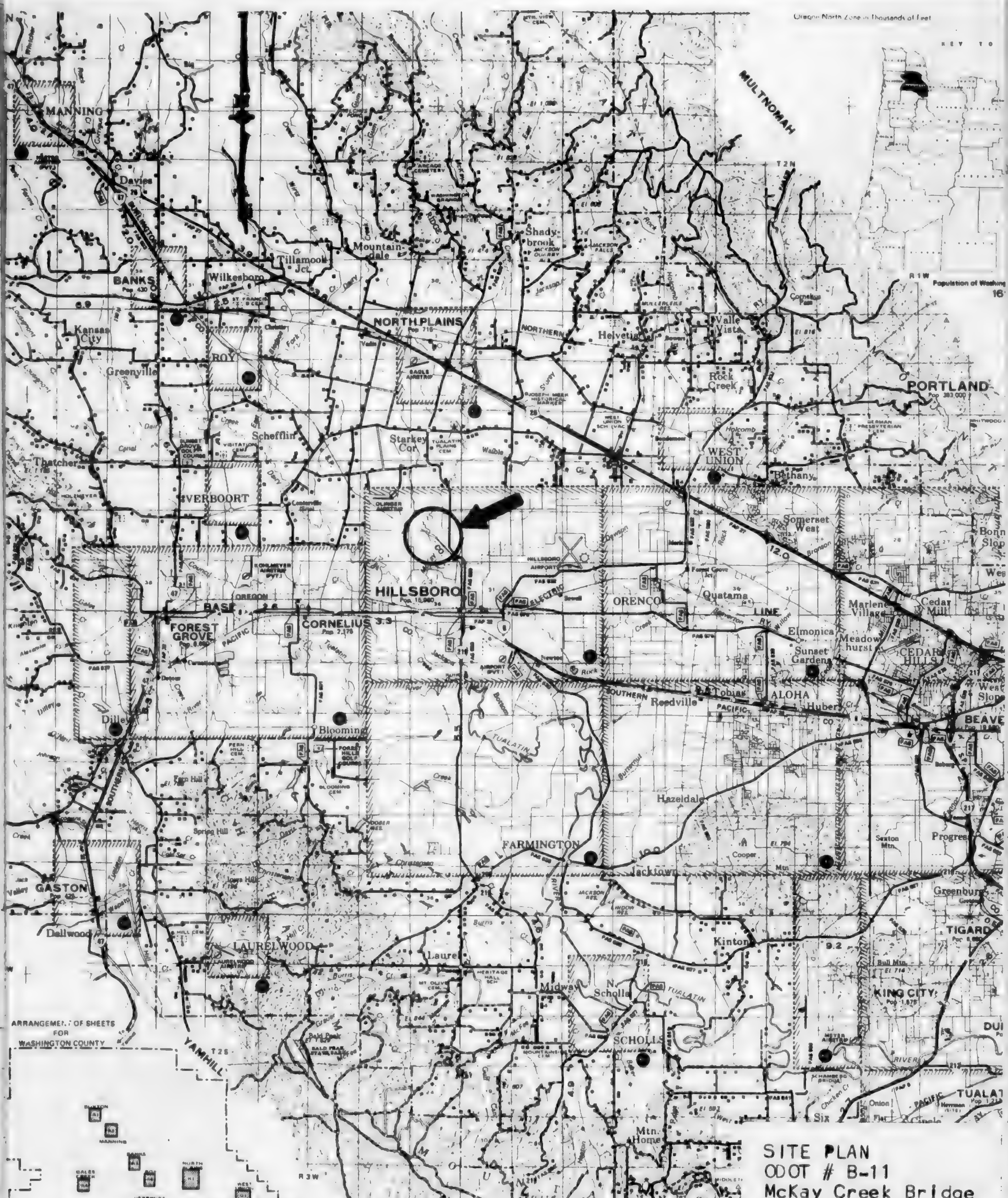
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 Project of nonmajor environmental impact under Oregon's Action Plan.



SITE PLAN
ODOT # B-11
McKay Creek Bridge
Hornecker Road
Washington County

8664

8

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: June 20, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: Bridge Project Agreement Draft
EDA Grant Application No. B-4
Lookingglass Creek Bridge
Union County

Herewith for your consideration is a draft of a proposed agreement with Union County. The State would submit the application for an EDA grant on behalf of the County. If the grant is received, we would design and construct the bridge and the County would pay 100 percent of all costs over the amount of the grant.

If this draft is acceptable, the same format would be used for agreements with Umatilla County (Shaw Bridge) and Washington County (McKay Creek Bridge).

Please study the contents of the draft and, if you approve, return to this office for preparation in final form.

GW:lml

Attachment

APPROVED
STATE HIGHWAY ENGINEER
DATE: 6/21/77

6-21 [illegible]

RECEIVED
STATE HWY ENGR
JUN 21 77
REFER TO

8664

234-1918

STATE OF OREGON

INTEROFFICE MEMO

05

TO: GEORGE HOPKINS
Local Government Programs Engineer

DATE: April 21, 1977

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Right-of-Way Affidavit
McKay Creek (Hornecker Road) Bridge
OSR Project
Washington County

Right-of-Way Supervisor Ken Rolfe has personally contacted Washington County and gone over the attached right-of-way affidavit with Planning Engineer Tom Spear. Ken is satisfied that right-of-way ownership is in accordance with federal and state requirements so the signed affidavit is returned to you for appropriate action.

JR/ldo

Attachment

cc: Region 1 w/attachment
Ken Rolfe

PROJECT MANAGEMENT
APR 25 '77
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

NOTED
MINOR C. HOLMES

81-125-1387

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE April 19, 1977

TO JON R. ROSE ✓
Region Federal Aid Eng.
METRO

Kenneth Rolfe

FROM KENNETH ROLFE
Region R/W Supervisor
Region I - Milwaukie

SUBJECT McKay Creek (Hornecker Road) Bridge Project
Washington County

Attached is correspondence and an executed Right of Way Certification on subject project from Washington County.

I have reviewed this project with Tom Spear and have found they have no actual acquisition of right of way. The right of way on Hornecker Road had never been formally established. It evolved as a market road and has been at the location since early 1800.

By agreement with the adjacent property owners, a right of way was formally established when this project appeared eminent. In effect, the County and the property owners agreed to formally establish the existing right of way. The project did not require additional land outside these right of way limits.

KR:kc

Attachment

CC Doug Luth

ME PE PR1 PR2 DE
O.S.H.D. - METRO
APR 20 1977
OE FILE T/A

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

April 11, 1977

Mr. Ken Rolfe
County-City Unit
Oregon State Highway Division
State Highway Building, Room 203
Salem, Oregon 97310

Gentlemen:

Enclosed please find an executed copy of the right-of-way certification certificate for Federal Aid Project No. OS-3400(1), McKay Creek (Hornecker Road) Bridge.

Said certificate has been executed by the Chairman of the Washington County Board of Commissioners and bears Minute Order No. 77-157 dated April 5, 1977. A copy of the minute order presenting same to the Board is also attached for your records.

Should you need anything further or have any questions, please do nto hesitate to contact us.

Yours very truly,

John F. Crockett
Director of Public Works

By Jerry Morse
Jerry Morse
Chief, Engineering Services

JM:js
Enclosures

RECEIVED
APR 15 1977
DIST. 1 - RIGHT OF WAY

PW

WASHINGTON COUNTY

Inter-Department Correspondence

Date March 25, 1977
For Meeting of: April 5, 1977

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Right-of-Way Certification - Hornecker Road Bridge

In all federal fund assisted projects, it is necessary for the governmental body to execute a certificate of right-of-way conditions. The Oregon Department of Transportation has prepared a form for this purpose which, in essence, does the following three things:

1. Additional right-of-way was required and it has been obtained by dedication after an offer was made for payment.
2. There has been no displacement of persons from residences, farm or business.
3. All adjustments of utilities or other items within the right-of-way will be made prior to construction.

RECOMMENDATION: Your Board authorize the Chairman to execute the prepared certification forms.

Respectfully submitted,

John F. Crockett

JFC:js

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 77-157
DATE 4-5-77
BY Jo Ann Johansen
CLERK OF THE BOARD

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. OS-3400(1)
Project Name McKay Creek (Hornecker Road) Bridge

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities witnin the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 5th day of April, 1977

County of Washington

Wayne K Miller
County [redacted] Chairman

Jo Ann Johansen
Recording Secretary ~~Commissioner~~

~~Commissioner~~

c.c. J. B. Boyd
D.E. Swan
Jim Chidsey
C.T. [illegible]

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 77-157
DATE 4-5-77
BY Jo Ann Johansen
CLERK OF THE BOARD

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8664

Washington Co.

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
April 20, 1977

Duane O. Christensen
Final Design Engineer

McKay Cr. (Hornecker Rd.) Br.
Washington County

R. W. Ellison
Bridge Admin. Engineer

Advance notice has been given to the Corps of Engineers for a Section 404 permit (Federal Water Pollution Control Act).

For a Oregon Land Board permit, Don Trout should be notified when the preliminary plans are completed.

The County will make a flood plain alteration application to the Washington County Planning Department.

The title sheet will be prepared in this Section.

The County Road FAS-C Project Request states that the contractor will only construct the structure and furnish the guardrail. All other work will be done by the County. Therefore, we are submitting the guardrail design on the vicinity map print to be added to the bridge plans.

The following location data is hereby submitted::

1	Roll	Cross-sections
2	Sheets	Vicinity Map-print
1	Folder	Correspondence

LKW:az
cc: Walt Hart
Art Brummitt

8664

9

April 13, 1977

Washington County Board of Commissioners
Washington County Courthouse
Hillsboro, OR 97123

Attention: Jo Ann Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 6044

Gentlemen:

Attached for your files is a fully executed copy of an agreement for the construction of the McKay Creek (Hornecker Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8664

C.C- Cliff Laux
C.T. Keasey
Jim Chidsey

EGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

4-5-77

Attention: County-City Unit

2034

Subject: Federal Aid Project No. OS-3400(1)
Project Name McKay Creek (Hornecker Road) Bridge

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 5th day of April, 1977

County of Washington

County [redacted] Chairman

Jo Ann Johansen
Recording Secretary ~~Commissioner~~

~~Commissioner~~

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 77-157
DATE 4-5-77
BY Jo Ann Johansen
CLERK OF THE BOARD

C.C. D.E.Swan
CT Keasey
Jim Chidsey

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8664

STATE OF OREGON

INTEROFFICE MEMO

TO: GEORGE HOPKINS
Local Government Programs Engineer

DATE: April 1, 1977

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Signed Agreements
McKay Creek (Hornecker Road) Bridge 234-1918 – Project # 0S-3400(1)
Denney Road Interchange 134-1965
Washington County

Here are three copies each of agreements relating to the two subject projects. The Denney Road agreement is a supplement to the Highway 217 throughway agreement and identifies maintenance responsibilities. Limits of Washington County's jurisdiction was questioned since much of the project is within the Beaverton city limits, but the question was resolved in discussions with the County and the City officials.

The agreement on the Hornecker Road Bridge is a supplement to an earlier agreement and provides that the Highway Division will supervise construction of the project. This supplement was requested by the County by a letter dated January 27, 1977, and it is the County's desire to participate wherever possible in the construction engineering and inspection to gain familiarity with federal materials testing and record-keeping procedures.

Please take the next step in processing these agreements.

JR/ldo

Attachments

cc: Region 1 w/attachment

c.c. J. H. Versteeg
Cliff Laux

APR 4 '77

REFER TO

Investigate

See

NOTED
MAINOR C. HOLMES

81-125-1387

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

March 28, 1977

Mr. Jon Rose
Federal Aid Engineer
Oregon State Highway Division
Metropolitan Office
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

I am not sure who should be in receipt of these agreements, but I know they go to the Transportation Commission and that you can handle this for me.

Enclosed are the agreements executed by the Washington County Board of Commissioners for Hornecker Road Bridge and the Supplemental agreement for Denney Road-Highway 217 Interchange. Attached to each are the official Minute Order pertaining to same covering their execution.

Thank you very much for getting these to the right individual for processing. If you have any questions or need anything additional please contact me.

Yours very truly,

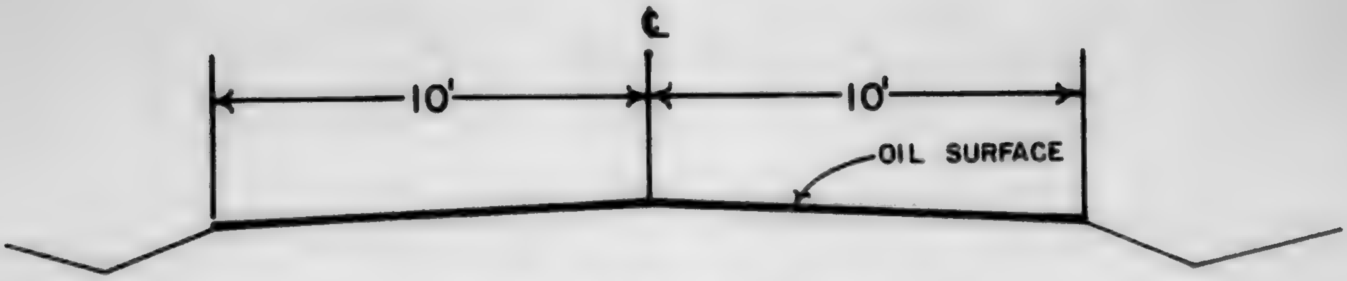
John F. Crockett

John F. Crockett, P.E.
Director of Public Works

JFC:js
Enclosures

ME PE PR1 PR2 DE
O.S.H.D. - METRO
MAR 30 1977
OE FILE T/A

HORNECKER BRIDGE



TYPICAL EXISTING ROADWAY SECTION AT BRIDGE SITE

Rec'd from Washington County

PROJECT MANAGEMENT
MAR 4 '77
REFER TO

NOTED
MINOR C. HOLMES

8664

WASHINGTON COUNTY

Inter-Department Correspondence

Date March 17, 1977
For Meeting of: March 22, 1977

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Approval Construction Agreement - Hornecker Road Bridge

The replacement of Hornecker Road Bridge over McKay Creek was authorized sometime ago as a Federal Aid "Off System" Project. As part of the project, the Public Works Department has acquired the necessary right-of-way and done the preliminary field engineering.

The project has now reached the point of entering into an agreement with the Oregon State Highway Division to proceed with the balance of the work. The State will now design the bridge and let the contract as well as supervise the construction under the terms of the Federal Aid project.

RECOMMENDATION: Your Board authorize execution of the agreement presented by the Oregon State Highway Division for the above captioned project. This agreement has been approved as to form by the County Counsel's office.

Respectfully submitted,

John F. Crockett

JFC:js

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 77-132
DATE 3/22/77
BY Jo Ann Johansen
CLERK OF THE BOARD

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

January 27, 1977

Jon Rose
Region Federal Aid Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Re: Hornecker Bridge Project No. S3400(1)

Dear Jon:

Yesterday, you spoke with Ron Aase of this office regarding changes in the construction finance agreement for this project. This letter is to formally request such changes. The changes needed are to transfer reponsibility for foundation exploration and construction supervision from the local agency to the State. As I see it, changes will be necessary in Item 3 under "things to be done by State" and Items 1, 2 and 5 of "things to be done by local agency". It appears Item 6 under this latter group should be left out completely. I am not sure how to change Item 5. Also, if possible, somewhere in the agreement we would like to have some wording allowing county forces to provide surveying, testing, or inspection aid wherever possible, realizing we have no certified inspectors or material testers on our staff.

I have enclosed a marked-up copy of the present agreement you might wish to use in writing the revision. Should you have any questions, please contact me.

Very truly yours,

Jerome J. Morse, P.E.
Chief, Engineering Services

Mainor -
can these changes
be made in accord
with request

County - PE
State - CE

JJM:ja
Enclosure

NOTED
MAINOR C. HOLMES

8664

STATE OF OREG

INTERO CE MEMO

OFF SYSTEM
Wash

TO: MEMO TO THE FILES

DATE: March 7, 1977

Robert H Prange

FROM: Robert H. Prange
Local Programs Manager

SUBJECT: McKay Creek (Hornecker Rd.) Br. Section
Washington County
OS-3400(1)

This bridge was programmed for a 32-foot roadway. The county is now requesting that the roadway width on the bridge be reduced to 28 feet. This is still within the Off-System standards. (Pavement width of approach road +6 feet, 22 feet plus 6 feet.)

RHP/HR:sch

c.c. D.E. Swan
J.H. Versteeg
Frank Terpin

61-125-1387

NOTED
M. NOR C. H LMES

8664

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

March 1, 1977

Chuck McHugh
Bridge Division
Oregon State Highway Division
Salem, Oregon 97310

Re: Hornecker Road Bridge
Project No. OS-3400(1)

Dear Mr. McHugh:

We are submitting our portion of the preliminary engineering for this bridge project. As you are aware, Washington County staff is doing the preliminary survey work and preparing the vicinity map as part of the local share of this Off-System project. The Highway Division will be performing the subsurface exploration, design and construction engineering work for the project. Enclosed with this letter or under separate cover you will find the following:

A checklist of hydrologic and hydrolic data.
The project vicinity map, made up of two velum sheets.
A stream bed profile.
Cross sections of Hornecker Road.
A Narrative Report of the project.
A rough hydrologic study of the project.
A copy of the Washington County Flood Plain map for this area.
A copy of a flood profile from the Army Corps of Engineers Flood Study of this area.
Photographs of the bridge and immediate area.
A rough design of a ribdeck section performed by a precast concrete supplier.

In about ten days you will receive cross sections of the channel and a contour map of the vicinity.

This is one of our first projects where we have done engineering work as part of the federal aid local share, so I'm sure there will be questions or you will need further information. If so, please contact me at 648-8645 or Roger Shogren at 640-3578. We are looking forward to working with you on this project.

No hearing required
A-95 2/14/76
Assessment 8/27/75

Very truly yours,

Jerome Morse

Jerome J. Morse, P.E.
Chief, Engineering Services

RECEIVED
MAR 3 - 1977
BRIDGE SECTION

JJM:ja
Attachments

Returned Carstensen
3/4/77 rla

Project Narrative Report

Hornecker Road Bridge

Federal Aid Project No. OS-3400(1)

The proposed bridge project is located about a mile northwest of the City of Hillsboro on Hornecker Road at its crossing of McKay Creek, a tributary of Dairy Creek which in turn is a tributary of the Tualatin River. The existing bridge was constructed in February, 1946. It is of timber construction and consists of nine 15-foot spans and three 18-foot spans. The traveled way is approximately 18 feet wide. There currently are a 3-ton load limit and one-way traffic restriction on the bridge. Recent inspections indicate settling of the bridge and numerous rotted piles and stringers. The area served by Hornecker Road is generally farm use, so the load limit causes some disruption of farm-to-market traffic. The area served is designated "Rural Conservation" on the Washington County Comprehensive Framework Plan, so the land use is not expected to change significantly in the next twenty years or so. Average daily traffic in 1976 was 553. The only known utility companies in the area are General Telephone and Portland General Electric, both of whom have overhead lines in this vicinity. According to the Corps of Engineers Tualatin Basin Study of 1969, 100 year flood in the Tualatin River would backup in McKay Creek and Dairy Creek beyond Hornecker Road.

The proposed bridge should have twenty-eight feet (curb to curb or guardrail to guardrail) of traveled lane plus a four-foot walkway on the south side of the road plus whatever additional width is necessary for guardrails, curbs, etc. Structural design should be for full legal loading. We would anticipate construction would be of precast, prestressed concrete and would urge you to consider precast ribdeck construction. Member thickness could be a problem as discussed in the next paragraph. Substructure should be of as permanent a material as economically feasible. Through previous agreement, Washington County is doing preliminary survey work on this project and the Highway Division is doing preliminary and construction engineering with County crews providing whatever aid we can.

As mentioned earlier, some of this area is identified as being inundated by a 100 year flood. As such, it is covered by Washington County's flood plain ordinance, which generally requires that there be no decrease in flood storage capacity and no restriction to the passage of a 100 year flood. The Corps of Engineers Study indicates the 100 year flood surface at this point will be about elevation 150.

Our vicinity map indicates that part of the existing bridge is below that elevation. The design of the proposed bridge should not call for stringers being below the elevation of the existing stringers. That way there will be no flow restriction beyond what is already existing. In addition, there should be no net fill below the elevation 150 to avoid encroachment on the existing flood storage capacity. To avoid this, the ends of the bridge should probably be in the same location they are presently. Our vicinity map also indicates a proposed finished grade. This grade is the highest that can be used and still have our roadway fill on the ends of the bridge stay within the existing right-of-way. Therefore, you can see the maximum and minimum elevations and, therefore, member thicknesses we must work with. If there is a problem staying within these limits, please contact me and we will try to work something out.

The approaches to the bridge will be constructed by County forces and these will require filling below the 150 elevation. To make up for this fill, we will have to excavate an equal volume of material from below elevation 150. One of the possible places to do this is from the bench on the east side of the creek. If this place is chosen (and please give us your comments on this) we will have to coordinate our efforts and timing with yours on the demolition of the existing bridge and construction of the new bridge. Any work done below elevation 150, which of course will include piles and piers, will require that we make a flood plain alteration application to the Washington County Planning Department showing that there will be no negative effects of the proposed construction. Our staff will prepare this alteration request after you have completed the design work on the bridge so we will know the exact quantities we are talking about.

Included with this report are a copy of the Washington County Flood Plain Series maps covering this area, a copy of the U.S. Corps of Engineers Study Creek Profile in this area, a copy of a brief hydrologic analysis of the creek along with our vicinity map, contour map, cross sections, etc.

Please contact this office should you need further information or have any questions with this report.

JJM:ja

8664

AD-190

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Washington County
Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attention of
Mr. John Crockett
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1655

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering Advance Deposit $2,332.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the Preliminary Engineering for the McKay Creek (Hornecker Road) Bridge. OFF-SYSTEM Project Covered by agreement dated 10/28/75		1,832.00
		To be retained		$ 500.00

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: 234-1918-297
If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 2,332.00	Submitted by: Harold Reynoldson Harold Reynoldson
Is this a partial or final request for billing? Partial	Approved: Division Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	
Give the number of the last previous request in connection with this same service.	Approved: George N Hopkins G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division files and other field offices concerned. If the request is to be accompanied by a payment an additional copy shall be submitted for the [illegible]

766-4

OSR
Wash Co

1859

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

May 3, 1976

Mr. John Crockett
Deputy Director of Public Works
Washington County
150 North First Avenue
Hillsboro, Oregon 97123

Re: Advance Deposit
McKay Creek (Hornecker
Road) Bridge
OSR Project
Prefix: 234-1918

Dear Mr. Crockett:

The County's share of the cost for preliminary engineering on the McKay Creek (Hornecker Road) Bridge project has been estimated at $2,332. The County's advance deposit in that amount will allow us to proceed with that portion of the work which is the responsibility of the State. Please send the County's check to this office and we will see that it is fowarded through the appropriate channels.

Very truly yours,

Jon Rose

Jon Rose
Region Federal Aid Engineer

JR/lms
cc: George Hopkins, O.S.H.D. ← THIS COPY FOR

PROJECT MANAGEMENT

MAY - 4 '76

REFER TO Hal
H

FOR

Info	Investigate	R/D	Action	File	Letter	See me
✓				✓		

RECEIVED
COUNTY & CITY SECTION
MAY 4 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Form 81-734-3122

8664

OSR
Wash Co

**OREGON STATE
HIGHWAY DIVISION**

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 17, 1976

Mr. John Crockett
Deputy Director of Public Works
Washington County
150 North First Avenue
Hillsboro, Oregon 97123

Re: Authorization to Proceed
Wooley Bridge Project
Hornecker Road & McKay Creek
Washington County
Prefix: 234-1918

Dear Mr. Crockett:

Effective February 20, 1976 the FHWA has authorized preliminary engineering for the subject project. The County may proceed with engineering work in accordance with the project agreement, and all costs incurred after that date will be subject to federal participation.

You should caution all County personnel who will be working on this project that clear records of time and expenses are essential. Failure may result in unnecessary disputes and nonparticipation by federal and state funds. In all correspondence, records and billings please refer to survey prefix 234-1918 and federal aid project number OS-3400 (1).

Resident Engineer Howard Harris will be working with you on this project and he can be reached by telephone at 229-6026. If you should anticipate that costs will overrun the original estimate, please discuss this with Mr. Harris as soon as that fact becomes apparent. Timely notice is important in any approval for additional authorization.

PROJECT MANAGEMENT
MAR 18 '76
REFER TO
FOR

Info	Investigate	R/D	Action	File	Letter	See me

RECEIVED
COUNTY & CITY SECTION
MAR 18 1976
☐ ENGR. ☐ COOR. ☑ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Very truly yours,

Jon Rose

Jon Rose
Region Federal Aid Engineer

JR/lms
cc: Howard Harris
Harold Reynoldson ← THIS COPY F

Form 81-734-3122

Form E-39 (Rev. 9-71)

8664

OSR
Wash Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section McKay Creek(Hornecker Rd.) Bridge

Highway Hornecker Road

County Washington

Date March 9,1976, 19

Authorization No. 1

Survey Prefix 234-1918 (Assigned by Salem office)

Description of termini, route, length, etc.: Off-System

RECEIVED
COUNTY & CITY SECTION
MAR 15 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Purpose of survey: Prepare Plans, Specifications & Estimates for Bridge construction

Estimate of cost:

Field	901	5,000 ✓	
Design	905	1,000	
Bridge	906	5,000	
Soils	910	500	
Hydraulics	918	500	
Project Mgt.	920	250	
Specifications	921	750	OS-3400(1)
Foundation Expl.	926	2,500	2/20/76
		15,605	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

P.L. Carstensen
Costs & Records Engr.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:
Frank E. Rupin
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
APPR. 2-20-76
OS

8664

8

February 25, 1976

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: JoAnn Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 5575

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the McKay Creek (Hornecker Road) Bridge Section.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.
cc Don Harwell (Agree. att.)

8664

OSR
Wash Co

U. S. DEPARTMENT OF TRANSPORTA FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-20-76

RAL AID PROJECT NO.
OS-3400~~(2)~~ (1)

STATE PROJECT NO.
McKay Creek Bridge

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
OS-17

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED
2/20/76

DATE AUTHORIZATION EFFECTIVE
2/20/76

FEDERAL ROUTE NUMBER
Non-Federal-aid

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
County road approximately 1 mile NW of Hillsboro.

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and one structure (X080)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $16,000, Federal funds $12,480.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2/20/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1/26/76 letter you are authorized to proceed with the actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $225,000, Federal funds $175,500 in accordance with the procedures of your approved Secondary Road Plan.

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

DATE
2/20/76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administration

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 2/20/76

BY (Signature): L.W. Rulien's 1/26/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
					Location / **Work**
17	(1) OS-3400(~~27~~)	0.04	241,000	187,980	McKay Creek Bridge Washington County State of Oregon Preliminary Engineering and one structure.

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2/20/76	G.L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 26, 1976

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	Co. Rd., approx. 1 mi. N.W. of Hillsboro		DHV 55 450	800	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	P.E., one Bridge								OS-	3400

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	(Section 219) Off-System Roads	Washington	067

NAME OF URBAN AREA ----

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	Non	Co. Rd.	----

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1												
5					PE		Co. Rd., approximately 1 mile N.W. of Hillsboro	0.04	16,000	12,480	----	3,520(Co.)
5					ROW							
5					CONST (CODE) X080		"McKay Creek Bridge Section"	0.04	225,000	175,500	----	49,500 (Co.)

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL	PROJECT TOTALS	0.04	241,000	187,980	----	53,020 (Co.)

PROGRAM APPROVAL DATES

FEB 20 1976

FHWA OREGON DIVISION

REMARKS

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1976
☐ENGR. ☐COOR. ☐OE ☐AE ☐UE
☐UPE ☐CE ☐RE ☐RPE ☐

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 26, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., approx. 1 mi. N.W. of Hillsboro		DHV 55 450	800	96	10	Oregon	41	627	17

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ge								OS-	3400	(1)		

UNDS	COUNTY NAME	CODE	PROGRAM STAGE
(Section 219) Off-System Roads	Washington	067	☐ 1 OR ☒ 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
----		Non	Co. Rd.	----

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., approximately 1 mile N.W. of Hillsboro	0.04	16,000	12,480	----	3,520(Co.)	P.E. all phases; const. reinf. conc. bridge (L-190'). Furnish & stockpile guardrail, remove existing str., & const. roadway approaches.
ROW								
CONST (CODE) X080		"McKay Creek Bridge Section"	0.04	225,000	175,500	----	49,500 (Co.)	ROW - 50' min.; Access control-none; Parking restrictions-none.
BY	CL	PROJECT TOTALS	0.04	241,000	187,980	----	53,020 (Co.)	

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

APPROVAL DATES

20 1976

REMARKS

REGON DIVISION

-Over-

McKAY CREEK BRIDGE SECTION

PROJECT NO. OS-3400(1)

Existing Facility: Untreated timber trestle bridge #1313, 186 feet in length with a horizontal clearance of 18 feet. Posted load limit of 3 tons.

Adjacent Sections: 20-foot A.C. surface with no shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construct, on existing alignment, a reinforced concrete bridge 190 feet in length with a 32-foot roadway and a 4-foot sidewalk on the southerly side and furnish and stockpile guardrail. County to remove existing structure, furnish and maintain detour, grade, and pave approach roadways and install guardrail.

Note: Preliminary and construction engineering will be performed by Washington County forces with review and contracting by State forces.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Olinger Airstrip is located 1 mile northwest of the project; however, no conflict with the operation of the airstrip is anticipated as a result of this project.

Exceptions to Minimum Design Standards: None

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 19, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Act (Category 3 Project).

(b) Location/Design--Not a factor in the developmen project.

Route Data: This is a farm-to-market road, school bus route.

Note: This project is in Congressional District No. 1

McKAY CREEK BRIDGE SECTION

PROJECT NO. OS-3400(1)

y: Untreated timber trestle bridge #1313, 186 feet in
horizontal clearance of 18 feet. Posted load limit of

: 20-foot A.C. surface with no shoulders.

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n length with a 32-foot roadway and a 4-foot sidewalk
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pproach roadways and install guardrail.

y and construction engineering will be performed by
County forces with review and contracting by State forces.

ilroads, Water Developments, Historical and Recreational
volved.

r Airstrip is located 1 mile northwest of the project;
flict with the operation of the airstrip is anticipated as
s project.

imum Design Standards: None

ements: Nonmajor action project concurred in by FHWA on

ements: Exempt from State Clearinghouse and District 2
-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design--Not a factor in the development of this project.

Route Data: This is a farm-to-market road, school bus and mail route.

Note: This project is in Congressional District No. 1.

8664

OSR
Wash Co

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S.W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
- Barlow
- Canby
- Estacada
- Gladstone
- Happy Valley
- Johnson City
- Lake Oswego
- Milwaukie
- Molalla
- Oregon City
- Rivergrove
- Sandy
- West Linn
- Wilsonville

MULTNOMAH COUNTY
- Fairview
- Gresham
- Maywood Park
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
- Banks
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
- Vancouver
- Washougal

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri Met
The State of Oregon

Wooley Bridge Section, OS-3400(/)
Hornhecker County Road
Washington County

McKay Creek (Hornecker Rd) Br.

February 19, 1976

Mr. Larry Rulien
Project Manager
OSHD Highway Building
Salem, Oregon 97310

Re: State Highway Division
Wooley Bridge Section - Washington County
PNRS #7601-2630

Dear Mr. Rulien:

The CRAG Transportation Technical Advisory Committee and Transportation Division staff have reviewed the above application.

CRAG recommends processing this application with the appropriate federal agency. The project is outside the urban area boundary and is eligible for off-system funds.

Sincerely,

Larry Rice

Larry Rice
Executive Director

LR:nf
4:10

February 27, 1976
G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. E. Etherington, CRAG
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
E. L. Hardt
W. W. Geibel
Aeronautics Division
W. J. Hart

PROJECT MANAGEMENT

FEB 25 '76

REFER TO

FOR

Info	Investigate	R/D	Action	File	Letter	See me

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

BEN GIFFORD
1-[illegible]-76

lwr

OSR
Wash Co

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

8661

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Wooley Bridge Section OS-3400 (McKay Cr/Hornecker Rd)

DATE: February 17, 1976

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

February 20, 1976

cc: G. L. Green, FHWA
F. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. E. Etherington, CRAG
G. N. Hopkins ✓
B. L. Gifford
D. E. Swan
E. L. Hardt
Aeronautics Div.
W. J. Hart

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7601 2 630

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
COUNTY & CITY SECTION
FEB 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ OPE ☐ CE ☒ RE ☑ RPE ☐

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

SENT
BEN GIFFORD
1-21-76

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7601 2 630 Due Date: FEB 13 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(✓) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Division routinely applies for permits needed from the Division of State Lands.

Agency Lands By Jan Haley

PRO 6-2

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 26, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-3400(1)

We are submitting program data for one project, Item No. 17, Project No. OS-3400(1), "McKay Creek Bridge Section", which we desire to have included in the Off-System Roads Program under Section 219 of title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Authorization, concurrent with program approval to proceed with all phases of preliminary engineering at an estimated total cost of $16,000 with an obligation of $12,480 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road plan, the physical construction of the project at a total estimated cost of $225,00 with an obligation of $175,500 in federal funds.

CL:md

Encl.

cc: C. O. Fredrickson (Region 2)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

NUM [illegible] ANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 26, 1976

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co. Rd., approx. 1 mi. N.W. of Hillsboro	ADT	PRESENT DHV 55 450	FUTURE 800	YEAR 96	REGION 10
							STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., one Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) OS-	NUMBER 3400

CARD 4	CLASS OF FEDERAL FUNDS (Section 219) Off-System Roads	COUNTY NAME Washington				COD 067
	NAME OF URBAN AREA ----	ROUTE NO.	FEDERAL-AID Non	STATE Co. Rd.	U.S. ----	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53	Co. Rd., approximately 1 mile N.W. of Hillsboro	(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.04	16,000	12,480	----	3,520(Co.)
5					**ROW**							
5					**CONST** (CODE) X080		"McKay Creek Bridge Section"	0.04	225,000	175,500	----	49,500 (Co.)

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.04	241,000	187,980	----	53,020 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (32)	REMARKS	

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 26, 1976

OJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
o. Rd., approx. 1 mi. N.W. of Hillsboro		DHV 55 450	800	96	10	Oregon	41	627	17

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								OS-	3400	(1)		

(Section 219) Off-System Roads

COUNTY NAME: Washington CODE: 067

ROUTE NO.: FEDERAL-AID: Non STATE: Co. Rd. U.S.: ----

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		Co. Rd., approximately 1 mile N.W. of Hillsboro	0.04	16,000	12,480	----	3,520(Co.)	P.E. all phases; const. reinf. conc. bridge (L-190'). Furnish & stockpile guardrail, remove existing str., & const. roadway approaches.
OW								
ONST (CODE) 080		"McKay Creek Bridge Section"	0.04	225,000	175,500	----	49,500 (Co.)	ROW - 50' min.; Access control-none; Parking restrictions-none.
CL		PROJECT TOTALS	0.04	241,000	187,980	----	53,020 (Co.)	

ROVAL DATES

REMARKS

-Over-

McKAY CREEK BRIDGE SECTION

PROJECT NO. OS-3400(1)

Existing Facility: Untreated timber trestle bridge #1313, 186 feet in length with a horizontal clearance of 18 feet. Posted load limit of 3 tons.

Adjacent Sections: 20-foot A.C. surface with no shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construct, on existing alignment, a reinforced concrete bridge 190 feet in length with a 32-foot roadway and a 4-foot sidewalk on the southerly side and furnish and stockpile guardrail. County to remove existing structure, furnish and maintain detour, grade, and pave approach roadways and install guardrail.

Note: Preliminary and construction engineering will be performed by Washington County forces with review and contracting by State forces.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Olinger Airstrip is located 1 mile northwest of the project; however, no conflict with the operation of the airstrip is anticipated as a result of this project.

Exceptions to Minimum Design Standards: None

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 19, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Act (Category 3 Project).

(b) Location/Design--Not a factor in the developmen project.

Route Data: This is a farm-to-market road, school bus route.

Note: This project is in Congressional District No. 1

McKAY CREEK BRIDGE SECTION

PROJECT NO. OS-3400(1)

y: Untreated timber trestle bridge #1313, 186 feet in horizontal clearance of 18 feet. Posted load limit of

s: 20-foot A.C. surface with no shoulders.

ork under this project consists of the following:

ry engineering all phases.

, on existing alignment, a reinforced concrete bridge in length with a 32-foot roadway and a 4-foot sidewalk utherly side and furnish and stockpile guardrail. County existing structure, furnish and maintain detour, grade, approach roadways and install guardrail.

ry and construction engineering will be performed by n County forces with review and contracting by State forces.

ailroads, Water Developments, Historical and Recreational nvolved.

er Airstrip is located 1 mile northwest of the project; nflict with the operation of the airstrip is anticipated as is project.

nimum Design Standards: None

rements: Nonmajor action project concurred in by FHWA on 5.

rements: Exempt from State Clearinghouse and District 2 A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design--Not a factor in the development of this project.

Route Data: This is a farm-to-market road, school bus and mail route.

Note: This project is in Congressional District No. 1.

8664

WASHINGTON COUNTY

Inter-Department Correspondence

Date January 22, 1976
For Meeting of: January 27, 1976

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Off System Project - Hornecker Road Bridge

The Federal Off System Program provides federal aid for improvements on county roads which are not on any federal aid system. Federal funds are allocated to the states, who in turn apportion these funds to counties, road districts and Indian Reservations. Since the funds coming to the state were limited they were made available on the basis of only one project per agency on a first come, first serve basis.

Washington County submitted and had approved one of the first county projects in the state, namely the replacement of the Hornecker Road Bridge over McKay Creek northwest of Hillsboro. Federal participation will be limited to 78% of the total actual cost of the project not to exceed $188,604. All other project costs are the responsibility of the county. The state does not contribute. It is estimated that the total cost of the bridge replacement is$241,800. Deducting the federal allocation will leave $53,196 as the estimated county's share. Additionally, some road work will need to be done for approaches.

It is planned that the county will perform some of the preliminary engineering work and possibly some of the construction engineering work, the value of which will be credited against the county's share.

The State had prepared the standard agreement between the state and county which calls for the county depositing its share less engineering it performs, with the state after bid opening and prior to contract award.

RECOMMENDATION: It is recommended that your Board authorize the execution of the agreement.

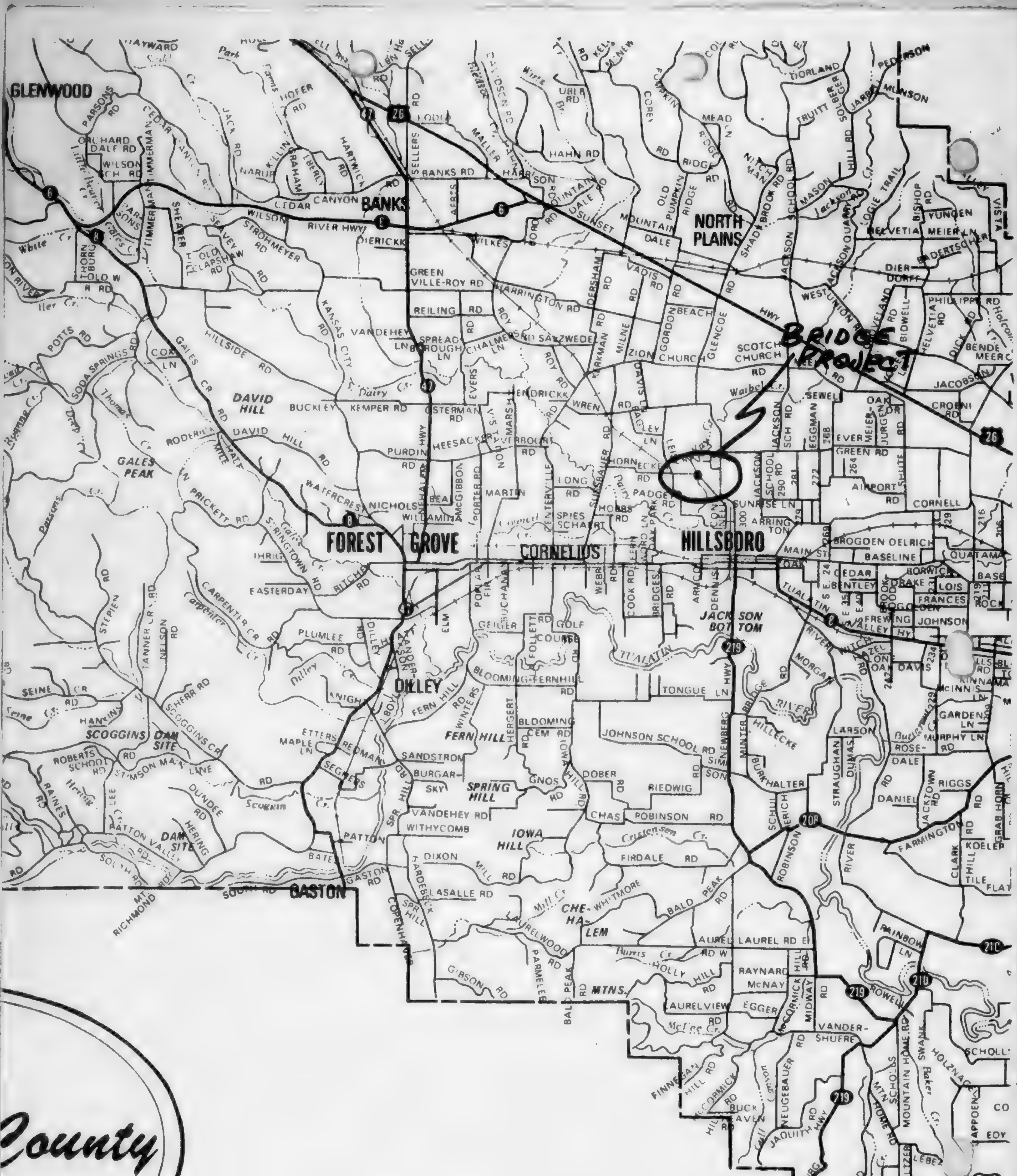
Respectfully submitted,

KMeng

Ken Meng

KM:js

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 76-37
DATE 1-27-76
BY Jo Ann Johansen
CLERK OF THE BOARD


BRIDGE PROJECT
County
GLENWOOD
BANKS
NORTH PLAINS
FOREST GROVE
CORNELIUS
HILLSBORO
DILLEY
GASTON
DAVID HILL
GALES PEAK
SCOGGINS DAM SITE
DAM SITE
FERN HILL
SPRING HILL
IOWA HILL
CHE-HA-LEM MTNS.
JACKSON BOTTOM
SCOTCH CHURCH
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RIVER
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8664

OSR
Wash Co

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 21, 1976

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Ass'n.
of Governments
527 S. W. Hall Street
University Center Bldg.
Portland, Oregon 97201

FROM George M Hopkins
George M. Hopkins
Project Development Engineer

RECEIVED
COUNTY & CITY SECTION
JAN 21 1976
☐ ENGR. ☐ COOR. ☒ GE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

SUBJECT Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 2
Wooley Bridge Section, OS-3400(-)
Hornhecker County Road near Hillsboro
Washington County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be February 25, 1976.

Attachment

BLG:md

cc:
G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. E. Etherington, CRAG
✓ ~~G.~~ N. Hopkins, County-City
B. L. Gifford
D. E. Swan
E. L. Hardt
W. W. Geibel
Aeronautics Div.
W. J. Hart

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation
03	12] APPLICANT ADDRESS STREET [45 State Highway Bldg.	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Wooley Bridge Section, OS-3400(-)	District 2

11	12] PROJECT LOCATION—CITY Hornhecker County Road near Hillsboro	PROJECT LOCATION—COUNTY Washington	PROJECT LOCATION [79 SEC: ---- T: 1N R: 2W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project is to replace a deficient county road bridge with a reinforced

06 12] concrete structure. Preliminary engineering, grading, paving, structure and [71

07 12] incidental work are involved.

08 12] (See attachment) [71

09 12] [71

10 12] [71

RECEIVED
COUNTY & CITY SECTION
JAN 21 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
188,604	----	----	53,196	----	241,800

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highway, Sec 219 Off-System	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 1/21/76

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	February	25	1976

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 1/21/76

VI. If project includes state funds (12C), identify agency Local Gov't. Matching Funds

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ________

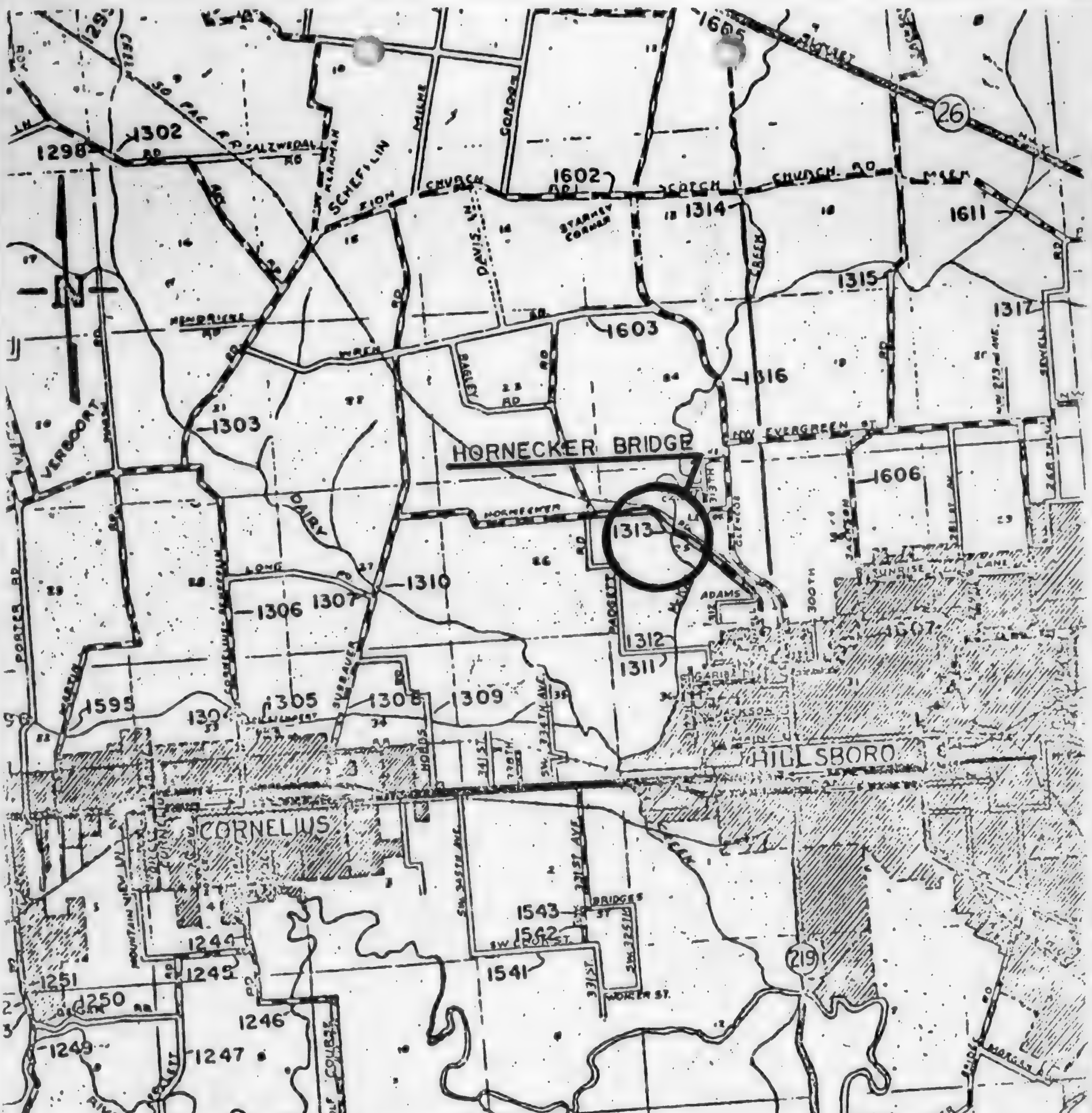
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This project is proposed by Washington County in cooperation with the State Highway Division under the Off-System Roads Program.

(See Attachment)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SCOTCH CHURCH RD
STARKEY CORNER
DAVIS LN
GORDON
MILNE
ZALZWEDAL RD
SO. PAC. R.R.
NW EVERGREEN ST
HORNECKER
DAIRY
LONG
VERBOORT
PORTER RD
ADAMS
SUNRISE LANE
JACKSON
BRIDGES ST
SW CROSS ST
RIVER
GOLF COURSE
BLOOMING FERN HILL RD
BLOOMING CEMETARY RD
FOREST HILLS C. CLUB
TONGUE LANE
JOHNSON SCHOOL
SIMPSON RD
HILLECKE RD
MINTER
MORGAN
SUNSET
CREEK

7664

OSR
Wash Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

January 16, 1976

FROM: Robert H. Prange
Rural Engineer

SUBJECT: OSR Program Request

Project #OS-3400(1)

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

County: Washington Section: McKay Creek (Hornecker Road) Bridge

Termini: Approximately 1 mile North-westerly of the City of Hillsboro

Proposed Work: All phases of P.E. and structure

Project Length: Approximately 190 feet

Costs	Total	Federal	County
P.E. County	$ 11,000	$ 8,580	$ 2,420
State	5,000	3,900	1,100
Construction	225,000	175,500	49,500

Existing facilities: Untreated timber trestle bridge 186 feet long with an 18-foot roadway.

Adjacent Sections: East)
-20-foot AC travelway with no shoulders
West)

Project Data: Construct a reinforced concrete bridge at the present location. Bridge to be approximately 190 feet long with a 32-foot roadway, with a 4-foot sidewalk on the southerly side. Contractor is to stock pile guard rail at the site. Existing roads will be used as detours. County will construct the approaches and connections, install guardrail, remove and dispose of the existing bridge and place any necessary riprap.

Engineering by Washington County

Right-of-Way: 50-foot minimum Access Control: None

Railroad Crossing: None

Minimum Design Standards: No deviation from standards

System Action: Off-System

Route Data: This is a farm to market road and is a school bus and mail route

Public Hearing: Not required

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Environmental Assessment: 8/27/75

Park and Recreation Area Affected: None in area

Relocation Assistance: No one moved

Social, Economic and Environmental Effects Considered: Yes

Location and Design Approved:

Clearinghouse Approved:

Council of Governments:

U. S. Army:

Approved by D.O.T.: 10/28/75

ADT: 450 present DHV: 55

HR:dp

Attachments

8664 2

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 16, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed Off-System Roads Project

Attached is a tabulation with exhibit map describing and locating an Off-System Roads project in Washington County.

This request is to replace the bridge over McKay Creek on Hornecker Road. The estimated cost of this structure is $241,800, of which $188,604 will be federal costs and $53,196 will be the responsibility of Washington County. There will be no cost to the State.

This project will be on the agenda for the October 28 Commission meeting and I recommend your approval.

Attachment

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Jack Graham
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Ed Hardt
Gary Sund

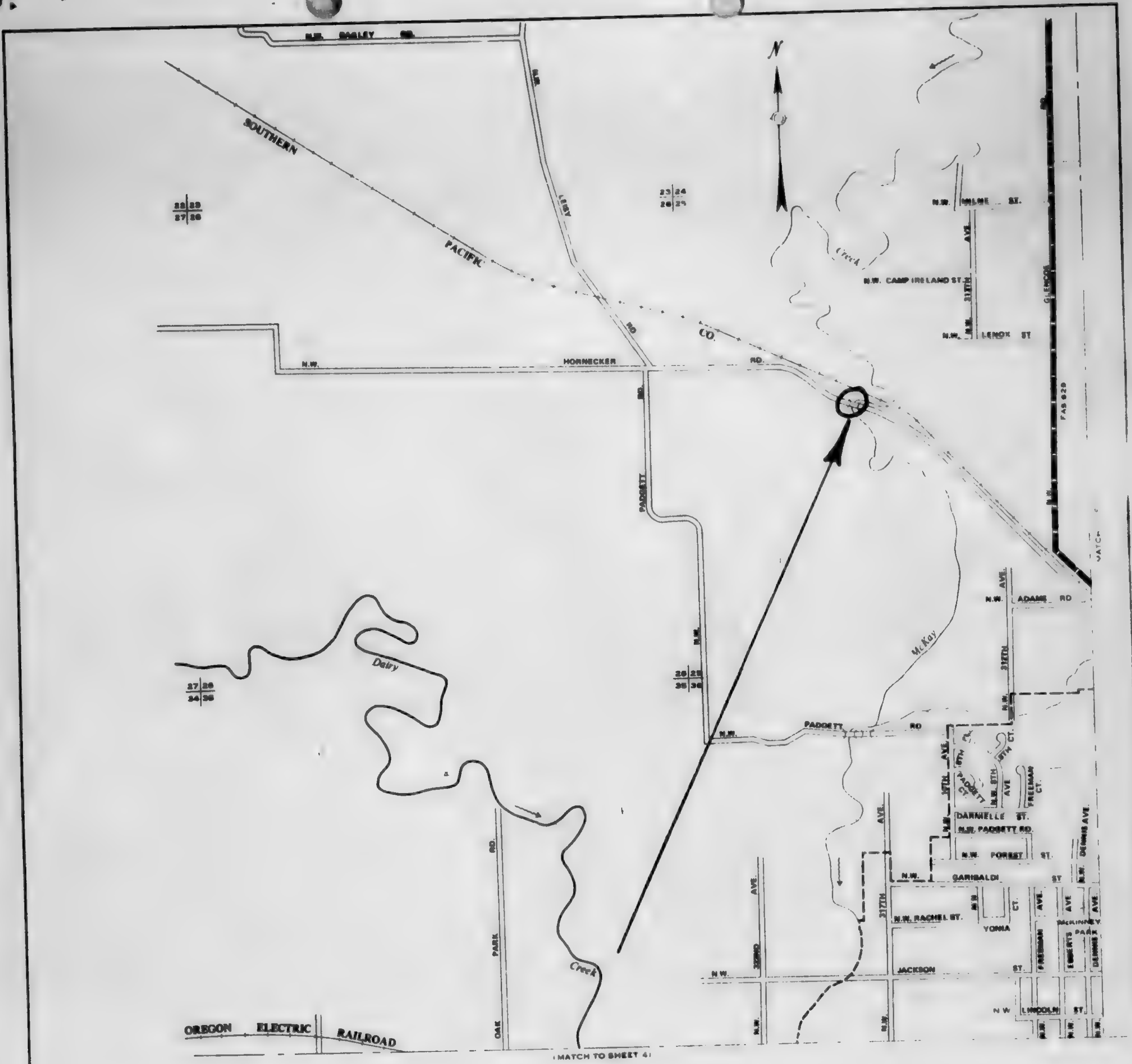
HR:mm srb

WASHINGTON COUNTY
OSR Project Request

Project No. OS-3400(1)
McKay Creek (Hornecker Road) Bridge
Bridge and Approaches
$241,800

Construct a concrete bridge approximately 186 feet long with a 32-foot roadway and a 4-foot sidewalk on the downstream side. County will construct the approaches and remove the existing bridge. A negligible amount of right-of-way is required. Utilities are involved. Hearing not required.

75-c
10/10/75



T1N R3W W.M.

McKay Creek (Hornecker Road) Br.

HILLSBORO

WASHINGTON COUNTY OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- ARMORY
- LIBRARY
- CITY LIMIT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 14,000

Scale in feet

Revised May 1970

SHEET ARRANGEMENT

1	2	3
4	5	6

SHEET 1 OF 6 SHEETS

8664

CSR
Wash Co

FORM 81-734-3030

Project # OS-3400(1)

FILE: PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
August 25, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Wooley Bridge Section (Mc Key Cr Br)
Hornecker Road
Washington County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

APPROVED
ESH
E. S. Hunter
Date 8-27-75

BLG:ljt
Attach.

cc:
- J. B. Boyd (3)
- L. E. George
- W. J. Hart
- C. T. Keasey
- J. H. Versteeg (4)
- Victor D. Wolfe
- G. A. Potter (2)
- Gary Sund
- R. E. Royer
- Soils & Geology - Lab Bldg.
- County/City Unit
- D. E. Swan
- B. L. Gifford
- Region 1 : E. L. Hardt
- District 2a : W. W. Geibel

RECEIVED
STATE HWY ENGR
AUG 26 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
COUNTY & CITY SECTION
SEP 4 - 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ [illegible] ☐ [illegible] ☐

. . . 3664

CSR
Wash Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
August 25, 1975

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AUG 26 '75
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
COUNTY & CITY SECTION
SEP 4 - 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 19, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project OS-3400(-)
Wooley Bridge Section
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The environmental assessment for the subject project has been reviewed. We concur that this project would constitute a nonmajor action and that a public hearing would not be required.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 22 '75
REFER TO
FOR

Info	Inves	R/D	D-R	Sign	Act	File

8-22-75
L. W. Rulien - Please handle.

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P. M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

REMARKS:

AUG 21 1975

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 24, 1975

A. PROJECT IDENTIFICATION

Name of Project Wooley Bridge (Section) OS-3400 (-)

Location of Project HORNECKER ROAD (Highway Name) (Highway No., US - ORE)

HILLSBORO (City) WASHINGTON (County) I (Region)

Program OSR (Funding) 241,800 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace a deficient county road bridge with a new 186 foot long reinforced concrete precast, prestressed slab structure.

ORIGIN AND HISTORY: This proposed project is on one of the more important farm to market roads in Washington County. This facility connects the rather large Verboort-Roy farming community with the City of Hillsboro. During the past years due to deterioration of the bridge members it has been necessary to limit the tonage on this bridge to a 3 ton load. This has consequently caused all traffic to detour around on various other county roads. Losses have been sustained by Washington County due to the inability of this structure to handle farm to market loads. This facility is rated #1 on the County's list for replacement of multi-span structures not on any federal aid system.

C. DESCRIPTION OF PROJECT

Length 700' (186' bridge and approaches)

Termini End of taper from new structure to existing pavement at east and west sides of bridge.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
[illegible]
3
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Requires an additional 0.48 acres. This land is fallow and most is located within the 100 year flood plain.

Typical Section Approaches tapered from 32' at bridge to existing 20' pavement

Structures Reconstruct existing 186' bridge

Characteristics (ADT) 420 (Feb. 1975); it is estimated that this figure would immediately rise to approximately 800 ADT if the load limit were removed, since it is a direct farm to market route.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

none-existing alignment

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______________________ Tentative Date(s) ______________________

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.):

The project is to replace an existing bridge on a bend of McKay Creek. The immediate area consists of McKay Creek and its flood plain. The flora consists mostly of brushy blackberry bushes, vine maple, honeysuckle, some red alder, typifying streamside habitat. Though this is excellent habitat for small mammals and birds, the amount which would be disturbed by bridge replacement would be insignificant, compared to the abundance of similar habitat in the immediate area. The surrounding area is quite level, with terraces in the vicinity of the creek. McKay Creek cuts through the heavy clays of the Tualatin Valley floor.

Cultural (Land Use, Noise, Air,Esthetics, Utilities, etc.):

The land use to the west is farmland and the land use to the east is large tract (2 to 5 acre) residential. Just to the north of the project is a Southern Pacific railroad track and trestle crossing McKay Creek. A USDA river gauge station is attached to the upstream railing of the bridge. Noise levels are relatively low and air quality and esthetic values are high in this riparian-agricultural setting.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:** The west end of the bridge requires 15 feet each side of existing 30' R/W for approaches. The east end of the bridge requires 5 feet each side of existing 50' R/W for approaches. Requires 20 feet each side of existing bridge for widened bridge.

Consequences: This would have no adverse effects on neighboring properties as this land is now fallow and most of this area is in the 100 year flood plain.

2. **Estimated Changes in Traffic Patterns:** Trucks and school buses will again be able to use this route. Two-lane service will be restored.

Consequences: Great economic advantage to the farmers of the area and much more convenience and time saved for the families with school age children in the area. Alternate farm to market routes would have reduced traffic, while traffic on Hornecker Road would increase; noise levels would increase on Hornecker Road and decrease on alternate routes. The shorter distance would result in a overall decrease in noise impact.

3. **Estimated Changes in Land Use:**

A small amount of streamside land (0.48 acre) will be converted to highway use.

Consequences: No improvements will be affected; potential for other uses will not be affected significantly

4. **Expected Adverse Effects on Natural Ecological Resources:** A small amount of streamside vegetation will be removed.

Consequences: No significant effects.

5. **Expected Adverse Effects on Cultural and Scenic Resources:** NONE

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None.

7. Potential for Controversial Issues:

None.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

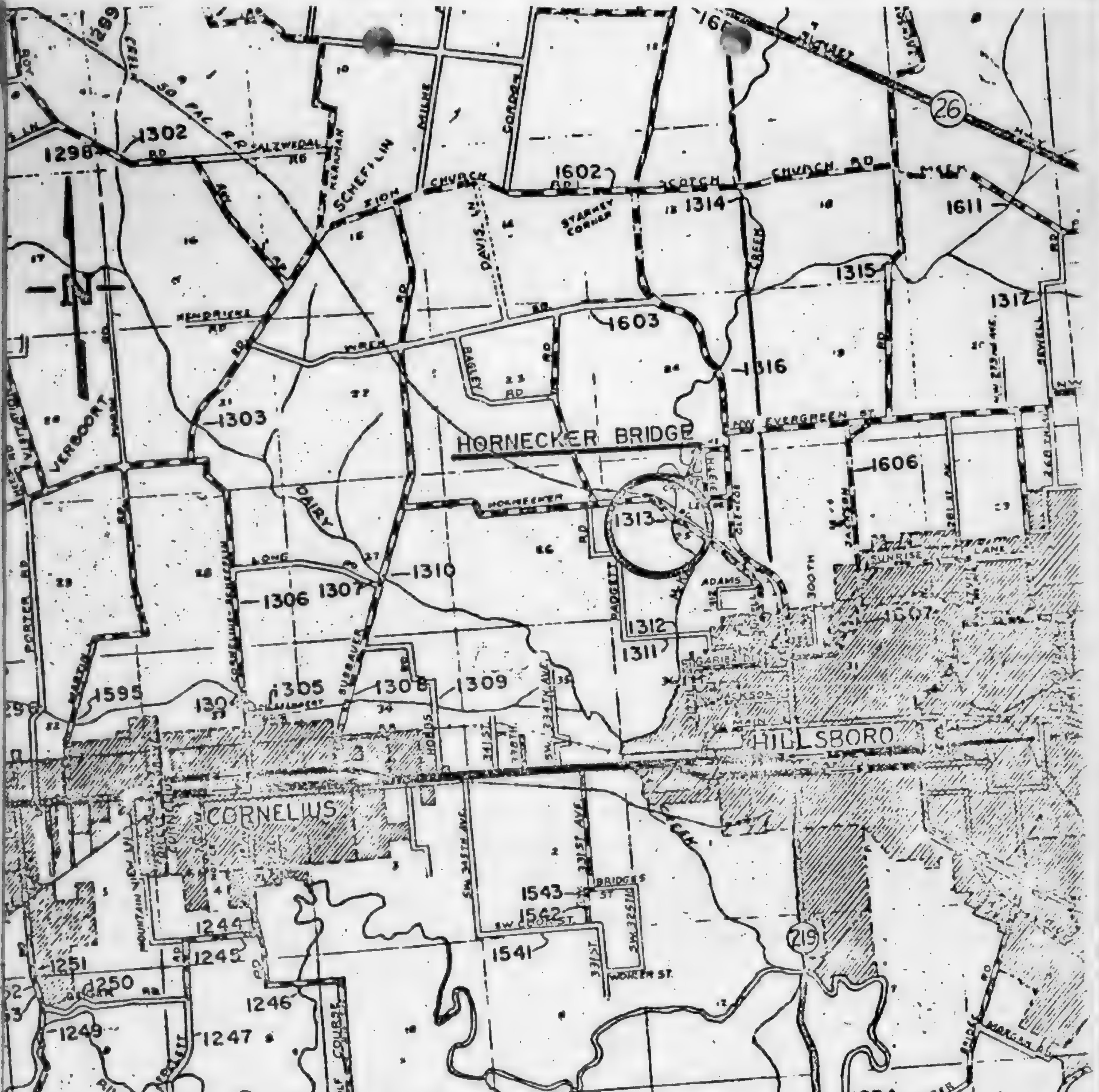
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________


1289
1298
1302
SO. PAC. R.R.
ZALZWEDAL RD
SCHEFFLIN
MILNE
GORDON
ZION CHURCH
1602
SCOTCH CHURCH RD
STARMEY CORNER
1314
CREEK
MEEK
1611
26
SUNSET
DAVIS LN
1315
1312
SEWELL
-N-
HENDRICKS RD
WREN
1603
BAGLEY RD
1316
NW 273rd AVE
VERBOORT
VISITATION
1303
HORNECKER BRIDGE
NW EVERGREEN ST.
1606
HORNECKER
DAIRY
1313
LONG
1306
1307
1310
PADGETT
ADAMS
JACKSON
SUNRISE LANE
300TH
1312
1311
1607
PORTER RD
MARTIN
1595
1301
1305
1308
1309
HOBBS
SW 334TH AVE
GARIBALDI
HILLSBORO
CORNELIUS
SW 345TH AVE
331ST AVE
1543
1542
BRIDGES ST
SW CROSS ST
1541
WALKER ST
219
1244
1245
1251
1250
1246
1247
1249
RIVER
GOLF COURSE
1234
1233
MINTER BRIDGE
MORGAN RD
BLOOMING FERN HILL RD
1540
TONGUE LANE
1539
FOREST HILLS
BLOOMING CEMETERY RD
JOHNSON SCHOOL
1241
SIMPSON RD
HILLECKE RD
1232
HEBERT RD

8664

OSR
Wash Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 15, 1975

FILE: PRO 4

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

TO: HAL REYNOLDSON ✓
Rural Program Engineer

SUBJECT: OSR Project
Wooley Bridge
Washington County

Washington County submitted a project request for replacement of Wooley Bridge on Hornecker Road northwesterly of Hillsboro and it became obvious that the site is within the Portland Urbanized Area as designated by CRAG. It seems that the situation is the result of an oversight when the Urban boundary was being defined and Washington County has now requested that CRAG make the necessary ammendment to remedy this. ✓

Would you take note of the attached information from Washington County and add it to the file for this project pending action by CRAG which may resolve the problem? I believe you received the letter request June 19, the request form on July 9 and that the Environmental Unit completed the Environmental Assessment and forwarded it to you about July 25. We'll forward further data from CRAG or the County as it arrives.

Purge
those do not
handle 20
A

JR/b
att

RECEIVED
COUNTY & CITY SECTION
AUG 18 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER
ROD ROTH

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
ROOM 201
(503) 648-8886

July 31, 1975

~~SE~~ [✓ RE] RME [✓ RCE] [✓ TAE]
TE RECEIVED RSM
UE AUG 15 1975 RSC
SO REGION I RBI
ENV LOC

Ed Hardt, Region I Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

ATTENTION: Jon Rose

Dear Jon:

In reviewing the proposed urban boundary, I find that there is possible question of whether or not the Hornecker Road Bridge is in the urban or rural designated area.

It was not the intent at the time we were establishing the urban boundary to have this area inside the urban area. This is indicated to you by the attached materials which we have submitted to CRAG to establish a specific western boundary of the urban area. This appears to have been an oversight and an attempt at simplification of the boundary. However, we had fully intended to retain as much of Glencoe Road on the secondary system as at all possible which would mean, it would be outside the urban area.

This request of CRAG will be acted on at the August meeting, so I'm hoping that this will not change the submission priority of our project but only delay the action perhaps by a month.

If you need any additional information or have other questions, please do nto hesitate to contact me.

Yours very truly,

John F Crockett

John F. Crockett, P.E.
Deputy Director of Public Works

JFC:js
Attachments

RECEIVED
COUNTY & CITY SECTION
AUG 18 1975
☒ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
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RICHARD C. HEISLER
RAY MILLER
ROD ROTH

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
ROOM 201
(503) 648-8886

July 24, 1975

RECEIVED
COUNTY & CITY SECTION
AUG 18 1975
☑ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Dick Etherington
Transportation Director
Columbia Region Association of Governments
527 S.W. Hall Street
Portland, Oregon 97201

Re: CRAG Region Urban Boundary

Dear Dick:

We have recently realized that the urban boundary as proposed on the northwest side of Hillsboro is in error, or at least we believe is a mapping error. The boundary as proposed by Washington County and approved by the Board of County Commissioners (Minute Order #74-343, June 25, 1974) was what we thought was the approximate boundary. In talking with the City of Hillsboro (Dick Bancroft) we were told the City did not submit any proposed boundary. Therefore, we can only conclude that the map sent to you as our urban boundary was in error and when we received the composite map from CRAG, we did not catch the error and made no comment. The maps that were sent to the Board and to CRAG were individually made and an error could have resulted and because no facilities on Federal Aid Urban System were involved in that area, we failed to ascertain boundary correctly.

We became aware of the boundary problem when we submitted a project for Federal funding for a bridge replacement on an area we thought was in the rural area, and found that it is within the urban boundary. A copy of preliminary application is attached.

Also attached is the copy of the map adopted by the Board of County Commissioners, a current City (Hillsboro) boundary map, the County Comprehensive Frame Work Plan map, which should be indicative of the placement of the urban boundary. The only facility on the Federal Aid System in the area is Glencoe Road which is currently on the Federal Aid Secondary System and proposed Federal Aid Urban System within urban boundary.

We would recommend that the urban area boundary in this area be corrected. In discussing the matter with the State Department of Transportation (Dick Unrein) we were informed that action must first be taken by CRAG, and that if such action were taken immediately the correction can be made. Notification should be given to the State as soon as possible as to action to be taken by CRAG.

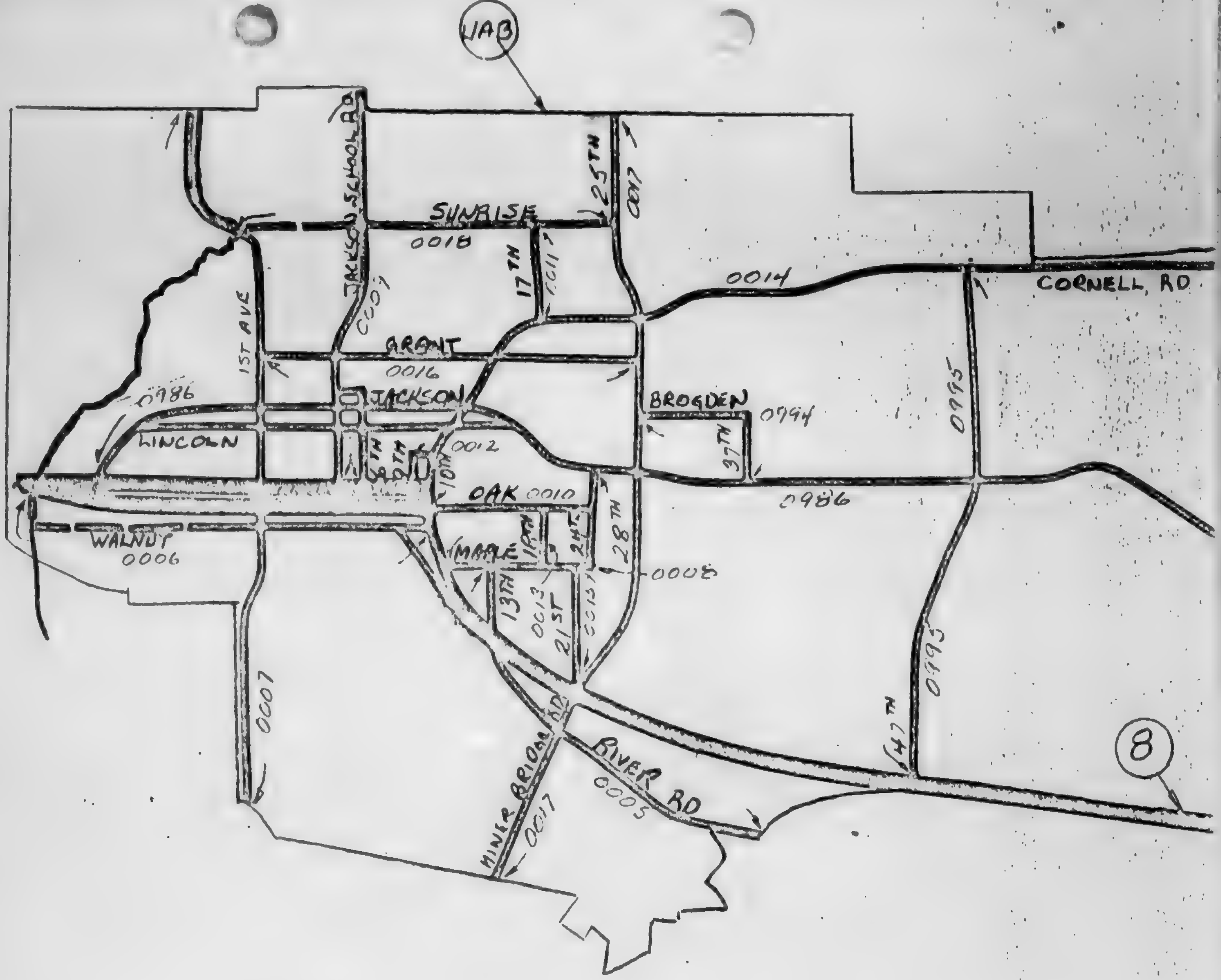
A narrative of the urban area boundary as corrected would be: the northerly urban area boundary as currently indicated which is the north City limits of Hillsboro, thence west to the east right-of-way line N.W. Glencoe Road, thence south along the east side of N.W. Glencoe Road to N.W. Adams Road, thence west along N.W. Adams Road to McKay Creek; thence south following McKay Creek to the urban boundary as indicated.

We feel this is the logical and most practical boundary that can be drawn and be adequate for the foreseeable future. We regret having overlooked this situation initially, but this is significant to Washington County although it might appear on the surface to be a very minor problem to the rest of the CRAG representatives. If you need further information please call on me at any time, as I would like to pursue this matter as quick as possible.

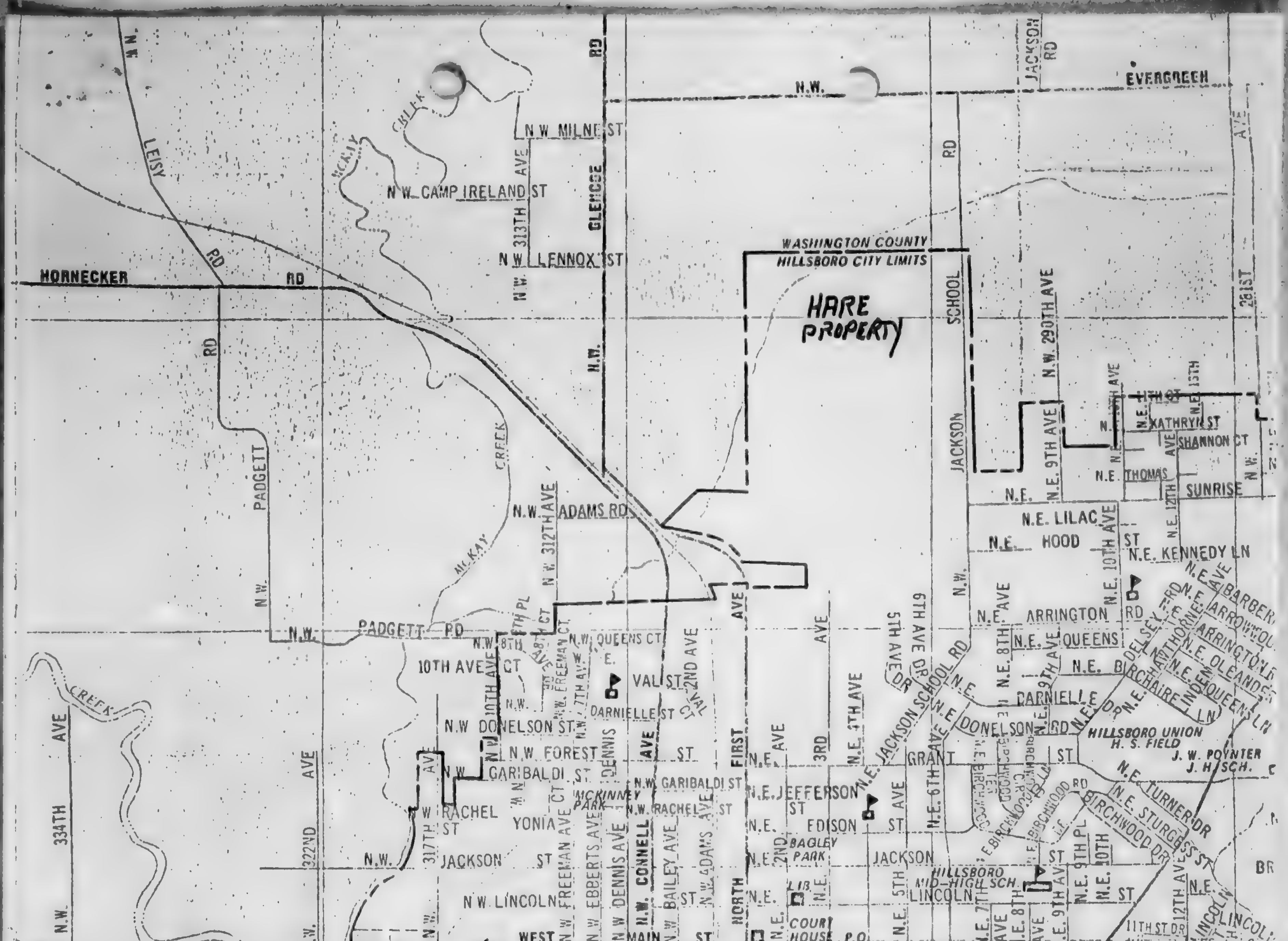
Very truly yours,

John F. Crockett
Deputy Director of Public Works

JFC:kc
Enclosures



URBAN BOUNDARY AS
ADOPTED BY CRAG


HARE PROPERTY
WASHINGTON COUNTY
HILLSBORO CITY LIMITS
N.W. EVERGREEN
JACKSON RD
N.W. MILNE ST
N.W. CAMP IRELAND ST
N.W. 313TH AVE
N.W. LENNOX ST
GLENCOE RD
HORNECKER RD
LEISY RD
PADGETT RD
MCKAY CREEK
N.W. ADAMS RD
N.W. 312TH AVE
N.W. PADGETT RD
JACKSON SCHOOL RD
N.W. 290TH AVE
N.E. 9TH AVE
N.E. 10TH AVE
N.E. THOMAS
N.E. LILAC
N.E. HOOD
SUNRISE
KATHRYN ST
SHANNON CT
N.E. KENNEDY LN
N.E. ARRINGTON RD
N.E. QUEENS
N.E. BIRCHAIRE LN
N.E. DARNIELLE
N.E. DONELSON RD
N.E. OLEANDER
N.E. BARBER
HILLSBORO UNION H.S. FIELD
J.W. POYNTER J.H.SCH.
N.E. TURNER DR
N.E. STURGES ST
BIRCHWOOD DR
N.W. QUEENS CT
10TH AVE CT
VAL ST
DARNIELLE ST
N.W. DONELSON ST
N.W. FOREST ST
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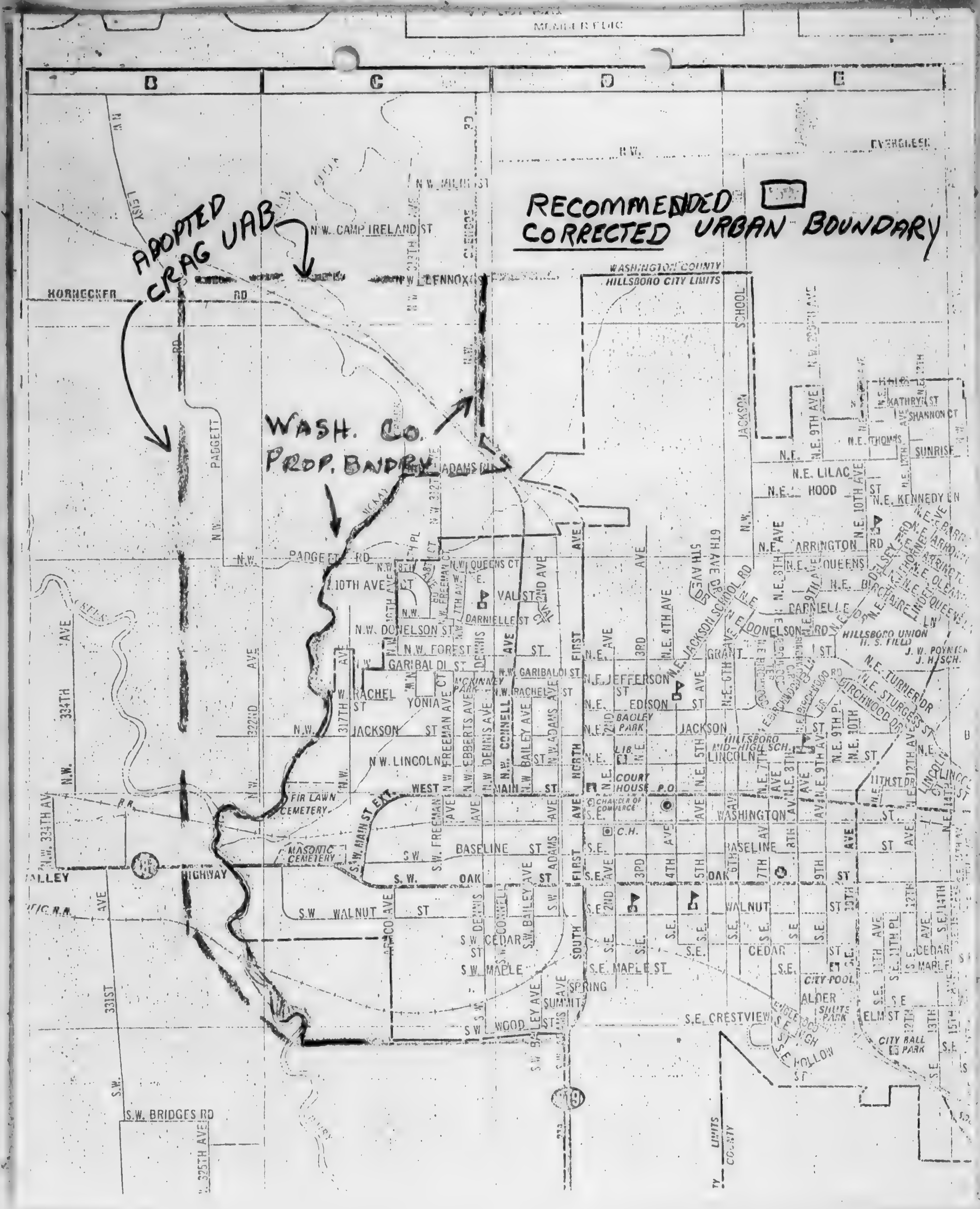
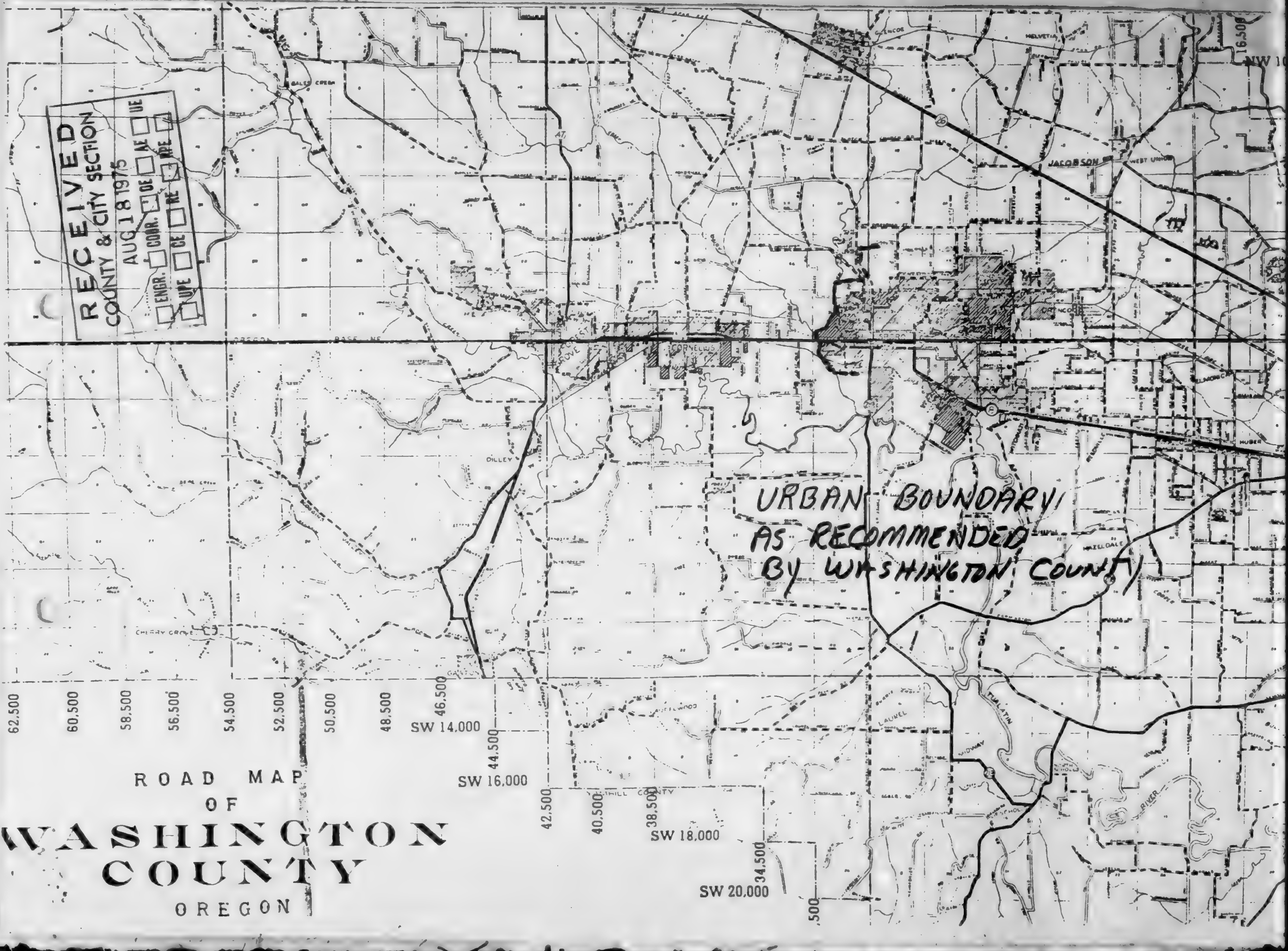
N.W. RACHEL ST
YONIA
MCKINNEY PARK
N.W. JACKSON ST
N.W. LINCOLN
N.E. JEFFERSON ST
N.E. EDISON ST
BAGLEY PARK
N.E. JACKSON
N.E. LINCOLN
HILLSBORO MID-HIGH SCH.
LIB.
COURT HOUSE
P.O.
CHAMBER OF COMMERCE
WEST MAIN ST
NORTH FIRST AVE
SOUTH FIRST AVE
WASHINGTON
FIR LAWN CEMETERY
MASONIC CEMETERY
S.W. MAIN ST. EXT.
R.R.
PACIFIC R.R.
N.W. 334TH AVE
N.W. 322ND AVE
C.H.
S.W. BASELINE ST
S.E. BASELINE ST
VALLEY 8 HIGHWAY
S.W. OAK ST
S.E. OAK ST
S.W. WALNUT ST
S.E. WALNUT
S.W. CEDAR ST
S.E. CEDAR
S.W. MAPLE
S.E. MAPLE ST
SPRING
SUMMIT
S.W. WOOD ST
S.E. CRESTVIEW
S.E. HIGH ST
S.E. HOLLOW ST
ENGLEWOOD
CITY POOL
ALDER
SHUTE PARK
ELM ST
CITY BALL PARK
S.E. 10TH AVE
S.E. 15TH AVE
ARCO AVE
S.W. FREEMAN AVE
S.W. DENNIS
S.W. CONNELL
S.W. BAILEY AVE
S.W. ADAMS AVE
219
331ST
S.W. BRIDGES RD
S.W. 325TH AVE
RD
WOHLER ST
DAIRY CREEK
HILLSBORO CITY LIMITS
WASHINGTON COUNTY



RECOMMENDED CORRECTED URBAN BOUNDARY

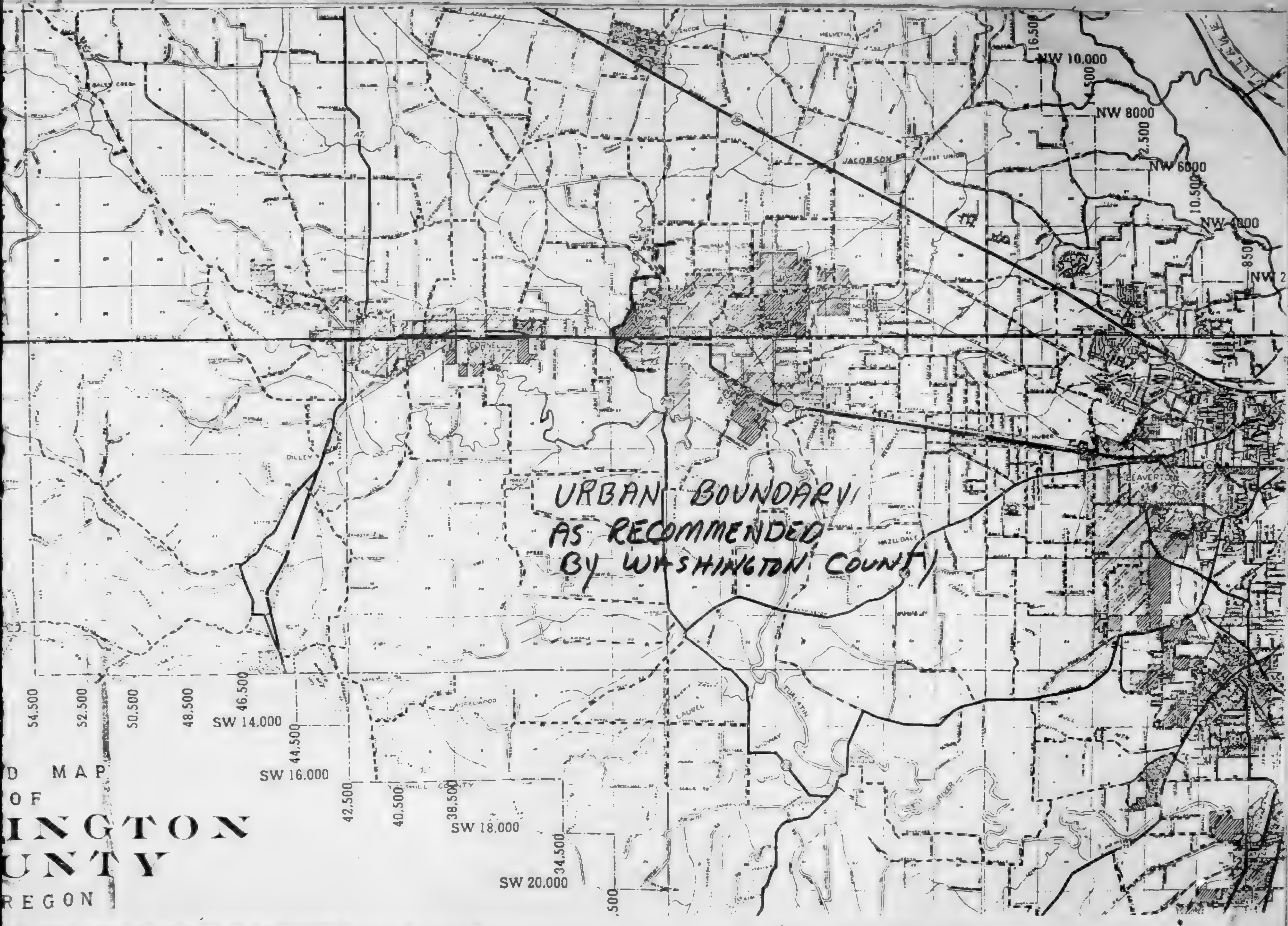
ADOPTED CRAG UAB

WASH. CO. PROP. BNDRY



URBAN BOUNDARY
AS RECOMMENDED
BY WASHINGTON COUNTY

RECEIVED
COUNTY & CITY SECTION
AUG 18 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☑



URBAN BOUNDARY
AS RECOMMENDED
BY WASHINGTON COUNTY

8664

OSR Proj

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
July 9, 1975

FILE: PRO 6

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

TO: HAROLD REYNOLDSON
Rural Program Engineer

SUBJECT: Hornecker Road Bridge
OSR Project
Washington County

Within Urban boundary - Not eligible on OFF System

Informed Jon Rose 7/14/75

Recently Washington County requested an Off-System Road project to construct a new bridge to carry Hornecker Road over McKay Creek. The original request was in the form of a letter and provided very little information to describe the proposal. Today, John Crockett of Washington County Department of Public Works brought in the attached Project Request along with a Project Environmental Assessment explaining in detail what is proposed.

Regional Environmentalist Craig Markham is looking at the PEA and will forward it on to the Environmental Unit after he has had a chance to study it. The request form is submitted now for any processing that can be done until you receive the Environmental Assessment.

RECEIVED
COUNTY & CITY SECTION
JUL 10 1975
☐ ENGR. ☐ COOR. ☑ GE ☐ RE ● UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

JR/b
att

8664

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER
ROD ROTH

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
ROOM 201
(503) 648-8886

July 9, 1975

Mr. Jon Rose, Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Jon:

I am enclosing the official application, as filled out, for the "Off-System" project we had previously requested. This covers the application to construct a bridge over McKay Creek in Washington County, called Hornecker Road Bridge. This application has attached a copy of the minute order, signed by the Board of County Commissioners, authorizing the submission of this form.

If there is any additional information necessary please do not hesitate to contact me. I hope that you will give this favorable consideration at the earliest possible time.

Very truly yours,

John F. Crockett, P.E.
Deputy Director of Public Works

JFC:js
Enclosures

RECEIVED
COUNTY & CITY SECTION
JUL 10 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UP
☐ UPE ☐ CE ☐ RE ☐ RPE

8664

Off System
Wash Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
July 1, 1975

FILE: PRO 6

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

SUBJECT: Off-System Project
Washington County

TO: BOB PRANGE ✓
Rural Engineer
County - City Unit

On June 19, 1975, you received from Washington County a request for an Off-System Road Project to replace a bridge on Hornecker Road. The request indicated that a map was attached, but the map failed to appear.

Now, the County has sent the map and the Public Works Director's Office is preparing a more complete application and an Environmental Assessment. ✓ I'm returning to you the original letter of request with the map and will forward the other two documents as soon as they arrive here.

JR:kc

Attachment

Hal

RECEIVED
COUNTY & CITY SECTION
JUL 2 - 1975
☑ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UC
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER
ROD ROTH

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
ROOM 201
(503) 648-8886

June 25, 1975

Jon Rose
Federal Aid Engineer
Oregon State Highway Division
9200 S.E. McLoughlin Blvd.
Portland, Oregon 97202

Dear Jon:

As per our telephone conversation this morning, I am forwarding to you a vicinity map showing the location of the Hornecker Road bridge. This bridge is also designated as Bridge No. 1313 on the county bridge system.

This map becomes a part of our previously submitted request for project utilizing Off System Federal Aid funds.

As soon as I receive the FAS-C application forms you are sending, we will process those and return them as auxiliary application materials for this proposed project.

If you need anything additional relative to this application, please give me a call.

Yours very truly,

John F. Crockett, P.E.
Deputy Director of Public Works

JFC:ja
Attachment

NOTED
JON ROSE

RECEIVED

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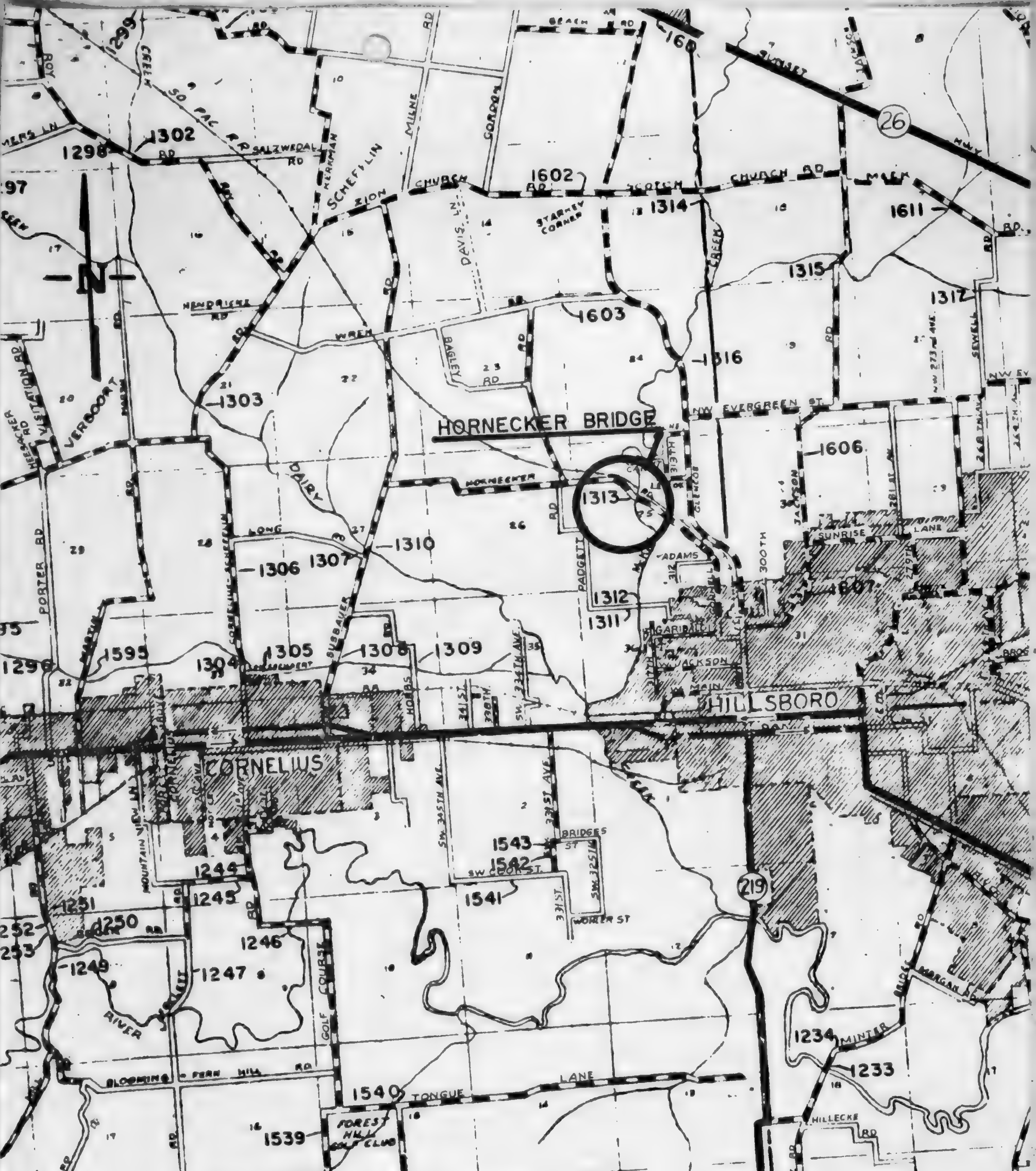HORNECKER BRIDGE
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BURKHALTER
ROOD BRIDGE

Off-System
Wash Co

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER
ROD ROTH

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
ROOM 201
(503) 648-8886

June 16, 1975

RECEIVED
COUNTY & CITY SECTION
JUN 19 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Mr. Don Harwell
City-County Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Don:

Because necessary forms have not been provided for submitting applications covering proposed projects under the new 1973 Highway Act Amendment termed, "Off System" projects, I should like to submit the following application for a project in Washington County:

✓**PROJECT**, The proposed project consists of replacing a deficient county road bridge with a new 186 foot long reinforced concrete precast prestressed slab structure.

The attached map and sketch indicate the location within Washington County and its proximity to the City of Hillsboro.

✓ No additional right-of-way will be required for the replacement structure.

This proposed project is on one of the more important farm to market roads in Washington County. This facility connects the rather large Verboort - Roy farming community with the City of Hillsboro. During the past years due to deterioration of the bridge members it has been necessary to limit the tonage on this bridge to a 3 ton load. This has consequently caused all traffic to detour around on various other county roads. Losses have been sustained by Washington County due to the inability of this structure to handle farm to market loads. This facility is rated #1 on the County's list for replacement of multi-span structures not on any federal aid system.

A negative environmental assessment is attached herewith.

The estimated cost for replacement of this structure is $241,800.

It is requested further, that this project be permitted on a force account basis. The primary reason for this being the County's staff have been in the process of replacing bridges on the county system with the reinforced concrete precast, prestressed slab type structures for several years and have developed a economic and efficient procedure for these replacements.

This application is herewith respectfully submitted for consideration for funding under the "Off System" projects type federal aid program. If any additional technical information is necessary please do not hesitate to contact this office.

Very truly yours,

John F. Crockett

John F. Crockett, P.E.
Deputy Director of Public Works

JFC:js
Attachment

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER
ROD ROTH

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
ROOM 201
(503) 648-8886

June 16, 1975

ENVIRONMENTAL ASSESSMENT

PROJECT: "Off System" Federal Highway Assistant Program.

This project consists of the replacement of a county road bridge over McKay Creek in Washington County. Location is approximately one mile northwest of Hillsboro, Oregon. The bridge to be replaced consists of approximately 190 foot long timber trestle bridge. Said bridge presently has a 3 ton load limit placed on it. ✓

The new structure is proposed to be in the same location as the existing bridge. It will consist of concrete prestressed, precast slabs on steel piling. The proposed new construction will be within the existing right-of-way.

This is a negative declaration environmental assessment since no change in the stream character or additional right-of-way will be needed. ✓

RECEIVED
COUNTY & CITY SECTION
JUN 19 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

WASHINGTON COUNTY

Inter-Department Correspondence

Date June 16, 1975

To : Honorable Board of County Commissioners OFF DOCKET

From : Director of Public Works

Subject : Approval application "Off System" project Washington County

Attached you will find an application for projects covered under the 1973 Highway Act Amendment termed "Off System" projects, Said application is for the replacement of a county road bridge with a 186 foot reinforced concrete precast, prestressed slab structure in the Verboort - Roy farming area.

RECOMMENDATION: Your Board approve submission of this application to the State Highway Division for "Off System" projects.

Respectfully submitted,

Ken Meng

KM:js
Attachments

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 75-333
DATE 6-17-75
BY Jo Ann Johansen
CLERK OF THE BOARD

RECEIVED
COUNTY & CITY SECTION
JUN 1[illegible] 1975
☑ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8664

Rev. 6/6/75

OS-3400(1)

OSR
COUNTY ROAD [redacted] PROJECT REQUEST

Name of County Washington County FAS No. N/A Date June 17, 1975

County Road Name Hornecker Road

Section Name Bridge No. 1313

Type of Project Bridge Reconstruction

Location of Project (Attach sketch map) N.W. of Hillsboro

ADT 450 Design Speed 55

Is this request for county bridge design only? Yes X No ____

county FAS bridge design? Yes ____ No X

Will County hire consultant for this project? Yes ____ No X

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____
   (AC, Pug Cold Mix, Penetration Mat)
   Total Travel Width ____

2. Shoulders: Type ____
   (AC, Pug Cold Mix, Oil Mat)
   Width Each Side ____ Total Top Width ____

3. Grading and Drainage:
   By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
   By County ____ County Date of Completion ____ By Contract ____
   Has base design been given to County? Yes ____ No ____
   Will it be furnished? Yes ____ No ____

5. Leveling Course:
   By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
   By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface and Shoulders:
   By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
   By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
   Curbs Required? Yes ____ No ____
   Type Desired ____
   (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
[illegible]
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ OE
☐ HPE ☐ CE ☐ RE ☐ RPE

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No______
If answer is No, which of the following applies?
Contrary to public safety_______ Cost excessive to need or use________
Sparse population_______________ Area exempt from bike law___________
What is desired width of trail or walkway_____________________________ ft.
What type of surface treatment is desired_______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?_______________________
____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No______

12. Will replacement be by: County____________________ Contract_____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No______

17. Does County wish sight posts installed? Yes______ No______

18. Does County wish State to permanently stripe project? Yes______ No______

19. Will County do striping? Yes______ No______

20. Does County wish guardrail installed? Yes______ No______
By County_______________ Contractor_______________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No______
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No______

23. Can through traffic be detoured? Yes______ No______

24. Must new detour be constructed? Yes______ No______

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction? Yes_____ No_____

28. Will Contractor sign project outside work area during construction? Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream McKay Creek
2. Name of bridge Wooley Bridge

3a. Dimensions of existing bridge. Length 186' Roadway Width 17.75' Type UTF
b. Dimensions of existing approaches. Type AC Width 20' Shoulders 0'

4. Type of design and material used in existing bridge.
Untreated timber trestle

5. Location (please attach map with location marked): N.W. of Hillsboro
Section 25 Township 1 N Range 3 W W.M.

6. Desired width of proposed bridge 32' + 4' walkway Approx. length 186'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes X No ____
Upstream ________ Downstream X Width 4'

8. Does County wish a particular type of bridge design? Yes X No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete prestress precast slab on concrete filled steel pipe piles.
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ____ No X
Explain ________

10. Foundation Testing: By County? Yes ____ No X
By State? Yes ____ No X

11. Will County close road during construction? Yes X No ____

12. Can presently established road be used as detour? Yes X No ____

13. Must a new detour be constructed? Yes ____ No X

14. Will detour be constructed & maintained by County: Yes ____ No X

15. Will detour be constructed & maintained by Contractor? Yes ____ No X

16. Will County sign project outside work area during construction? Yes X No ____

17. Will Contractor sign project outside work area during construction? Yes ____ No X

18. Approaches or Connections: By County? Yes X No ____
By Contractor? Yes ____ No X
Traveled surface: Type AC Width 24' tapered to existing
Shoulder surface: Type AC Width 4' tapered to existing
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes X No ____

N.W. quadrant distance from structure 150'
N.E. quadrant distance from structure ________
S.W. quadrant distance from structure ________
S.E. quadrant distance from structure ________

20. Guardrail: Desired on approaches or connections: Yes ___X___ No ______
By County ___X___ Contractor ______________
Right side only? Yes ______ No ______
Both sides? Yes ___X___ No ______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes ______ No ___X___
Use for detour? Yes ______ No ___X___
Removed by County? Yes ___X___ No ______
Removed by Contractor? Yes ______ No ___X___
Salvaged by Contractor for County? Yes ______ No ___X___
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes ___X___ No ______
By Contractor? Yes ______ No ___X___

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes ______ No ___X___ Size __________
Company ______________________________
b. Sanitary sewer mains: Yes ______ No ___X___ Size __________
Company ______________________________
c. Storm sewer: Yes ______ No ___X___ Size __________
Company ______________________________
d. Gas mains: Yes ______ No ___X___ Size __________
Company ______________________________
e. Power lines: Yes ______ No ___X___ Size __________
Company ______________________________
f. Telephone lines: Yes ______ No ___X___ Size __________
Company ______________________________
g. Other Utilities: ______________________________

24. Does County wish provisions made for future utility attachment to structure? Yes ______ No ___X___

25. Does County wish lightpost bases and conduit installed? Yes ______ No ___X___

26. Does County wish complete job of illumination in project? Yes ______ No ___X___

27. Is project contingent upon other factors? Yes ______ No ___X___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: It is requested that this project be permitted on a force account basis. The primary reason for this being that the County's staff have been in process of replacing bridges on the county system with reinforced concrete

Remarks re Section II: It is requested that this project be permitted on a force account basis. The primary reason for this being that the County's staff have been in process of replacing bridges on the county system with reinforced concrete precast prestressed slab type structures for several years and have developed an economical and efficient procedure for these replacements.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State?	Yes ____	No X
By Consultant?	Yes ____	No X
By County?	Yes X	No ____

(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No ____

3. Construction plans and specifications to be prepared:

By State?	Yes ____	No X
By Consultant?	Yes ____	No X
By County?	Yes X	No ____

4. Does County desire center line to be permanently monumented as part of project? Yes X No ____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: ____________________

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 50' Minimum 30'

2. Is any additional right of way needed? Yes X No ____
(If answer is Yes, a hearing must be offered.) County will furnish R/W

3. Will County acquire right of way and have State review negotiations? Yes ____ No X

4. Should State negotiate and acquire right of way in behalf of County? Yes ____ No X

5. Should State prepare options? Yes ____ No X

6. Should material source site be included in right-of-way descriptions? Yes ____ No X

7. Is there any merchantable timber on right of way? Yes ____ No X

8. Will timber be reserved for owner? Yes N/A No ____
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes N/A No ____

10. Is a hearing necessary? Yes N/A No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes ____ No X
If yes, give type and name of utility company: ____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No ____
If yes, give type and name of utility company: Portland General Electric, General Telephone Co.

13. Are utilities on existing right of way by permit X or by franchise ____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes ____ No X
If yes, give name of irrigation company or district ____
and dates between which water can be turned off: From ____ To ____

15. Are there any railroad crossings? Yes ____ No X

16. Name of Railroad ____________________

17. Number of tracks: Mainline ________ Siding ________ Total ________

18. Sight Distance: ________________ (Left) ________________ (Right)

19. Number of Trains: Passenger ____________ Speed ____________
Freight ____________ Speed ____________

20. Angle of Intersection: ____________________

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs ______ Automatic flashing ______ Stop Signs ______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection: ____________________
____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes ______ No ______

25. Will railroad crossing be altered: Yes ______ No ______
If yes, specify: ____________________

26. Traffic Control Signing:
To be part of project? Yes ______ No ______
By County? Yes ______ No ______
By State at County expense? Yes ______ No ______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ______ No ______
By County? Yes ______ No ______
By State at County expense? Yes ______ No ______

28. Does County wish State to prepare P.U.C. hearing date? Yes ______ No ______

29. Will P.U.C. application be made by State ________ or County ________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ______ No X

Remarks re Section IV: ____________________
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry ________ Cinders ________
2. Owner: County ________ State ________ Private ________ Other ________
3. Location: ________ Section ________ Township ________ Range ________ W.M.
4. If County lease, what are royalty payments? ________
5. Materials furnished by County: Borrow ________ Select Topping ________
   Base Course ________ Level Course ________ Mineral Aggregates ________
   Location ________
   Miscellaneous Items ________

Remarks re Section V: ________

VI. FINANCIAL DATA

1. Estimated Cost: $ 241,800
2. Available FAS Funds $ N/A
3. Does County wish advancement of future Federal funds? Yes N/A No ________
   Amount ________
4. Date match money is available Now
5. Will there be any 100% County money? Yes ________ No X
6. Maximum amount of 100% County money available: $ 0
7. Date County request letting: ASAP

Remarks re Section VI: ________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Public Works - John Crockett Office
2. Environmental	Public Works - John Crockett Office
3. Public Hearing	Public Works - John Crockett Office

Remarks re Section VII: ____________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ____________________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ____________________
~~County Judge or~~ Comm. Chairman

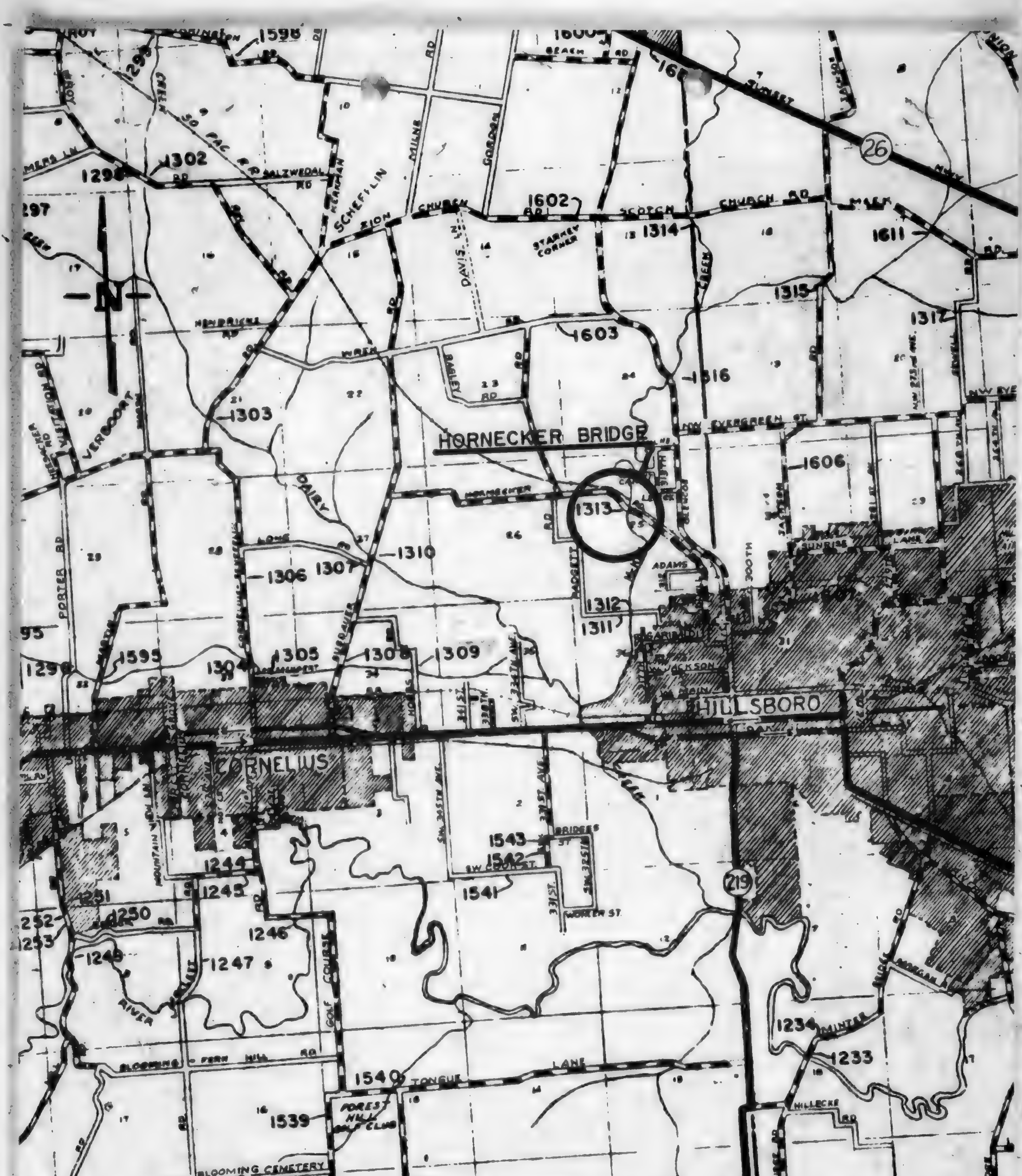
By Jo Ann Johansen
~~County Commissioner~~
Recording Secretary

By ____________________
~~County Commissioner~~

By ____________________
County Engineer of Roadmaster

County WASHINGTON

Date 6-17-75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PORTER RD
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BLOOMING FERN HILL RD
TONGUE LANE
FOREST HILLS GOLF CLUB
GOLF COURSE
BLOOMING CEMETERY RD
JOHNSON SCHOOL
SIMPSON RD
BURKHALTER RD
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bc E. S. Hunter
W. J. Hart
D. H. Moehring

**OREGON STATE
HIGHWAY DIVISION**

P.O. BOX 30 • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 18, 1975

G. L. Green
Division Engineer
FHWA

Subject: Special Bridge Replacement Program

Enclosed are Structure Inventory and Appraisal Sheets and the required computer cards for the Coalbank Slough Bridge and the Grande Ronde River (Island City) Bridge. This submittal is revised data for these structures which have been previously designated as candidates for replacement. Recent FHWA interpretations regarding structures repaired on a temporary basis made it necessary to revise the condition and appraisal ratings.

Listed below are previous candidates for replacement that have been replaced or are being replaced under current contracts. Please forward this list to your Washington office so the structures may be removed from our bridge replacement candidates list. This will allow additional structures to appear on the highest priority for replacement list.

Ore. Structure No.	Feature Intersected	Funds Used
3843	Munger Creek	FAS-C
15497	McKay Creek	FAS-C
11237	Humbug Creek	FAS-C
4854	Grande Ronde River	FAS-C
2513	Coos River	FAS-C
1352	Molalla River	FAS (12)

H. S. Coulter

H. S. Coulter
Assistant Highway Engineer

Att.

JW:db

8665 Sunset Hwy. @ Murray Blvd. 1977
Intchge. Sec. NW of Beaverton
(Traffic signal installation)

CFQ 6173 9-14-77

8665 B

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

2-25-8

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 2-25-80	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-27(1)
COMPLETION DATE 8-31-78	ACCEPTANCE DATE BY CONTRACT AGENCY 2-6-79	TIME ELAPSED 100 %	CONTRACT TIME 200 C.D.
APPROVED EXTENSIONS None	LOCATION U.S. 26, 3.8 mi. N.W. of Multnomah County line		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SUNSET HWY @ MURRAY BLVD
Traffic Signal

RECEIVED
STATE HWY ENGR
FEB 28 '80
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

2-28
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2-26-80	TITLE Field Operations Engineer	DATE 2-26-80

Previous Editions of PR-33E Will Not Be Used.

8665

STATE COPY

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-162		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 1	5-26-79	Project Number F-27(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 22, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 42,865.00	$ 47,052.00
Federal funds	$ 36,777.00	$ 40,370.00
Other revisions		

This modification is made for the following reasons:

To include increase in costs under PA#1 & SFO #2 & #3.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of April, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon April 19, 1979

Federal Aid Project
No. F-27(1)

Sunset Highway @ Murray Blvd. (N. Ramp) Section
Washington County

Revised Project Agreement Estimate

Type Code PE Preliminary Engineering	All Required	$ 7,200.00
Type Code Y031 Traffic Signals Subtotal of previous estimate of January 16, 1978		$31,148.80
Additional Items Add Two Luminaires (PA#1)	Lump Sum	$ 1,568.00
Construct AC Walk & Adjust Guard Rail (SFO#2)	All Required	1,700.00
Relocate Existing Permanent Sign (SFO#3)	All Required	240.00
	Increase	$ 3,508.00
	Subtotal	34,656.00
	Engineering	4,596.00
	Engineering (Signal Testing)	600.00
	Total	$39,852.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,200.00	$ 6,177.00	$1,023.00
Signals	39,852.00	34,193.00	5,659.00
Total	$47,052.00	$40,370.00	$6,682.00

Group 1 - 100%
Contract - 8665
Prefix: 34-1938
34-1011

8665

STATE COPY 8

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	2-22
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-30-78

Form Approved; O M B No. 04-R2089

State: OREGON
County: Washington
Project Number: F-27(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 22, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,000.00	$ 42,865.00
Federal funds	$ 5,148.00	$ 36,777.00
Other revisions		

This modification is made for the following reasons:

To add the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of January, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

66717

file

Oregon State Highway Division
Salem, Oregon, January 16, 1978

Federal-aid Project
No. F-27(1)

SUNSET HWY. AT MURRAY BLVD. (N. RAMP) SECTION

WASHINGTON COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 6,000.00
	Total		$ 7,200.00

Type Code Y031
Traffic Signal

Temporary Protection and Direction of Traffic	All Required		$ 505.00
Temporary Signs	180 sq.ft.	3.86	694.80
Flagmen	40 hour	5.00	200.00
Traffic Signal Installation, Complete	All Required		29,449.00
			$30,848.80

Anticipated Items

Permanent Pavement Striping	All Required		$ 300.00
	Subtotal		$31,148.80
	Engineering		3,916.20
	Engrg. (Signal Testing)		600.00
	Total		$35,665.00

Length of Project - - - - - 0.0 mile

Retain in Program

A.C. Walk and Adjust Guard Rail (S.F.)	All Required	$ 1,700.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 7,200	$ 6,177	$1,023
Signals	35,665	30,600	6,088
Totals	$42,865	$36,777	$7,111

Group 1 - 100%

Contract No. 8665

Prefix: 34-1938 P.E.
Prefix: 34-1011

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
8-211

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

8-22-77

State: Oregon
County: Washington
Project No.: F-27(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 26, 3.8 mi. S.W. of Mult. Co. Line

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-2-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,000	$ 5,148

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator: AUG 22 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 11, 1977

Federal Aid Project
No. F-27(1)

Sunset Hwy. at Murray Blvd. (N. Ramp) Section
Sunset Hwy. in Washington County

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$6,000.00
	Total	$6,000.00

Length of Project . . . . 0.0 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 6,000.00	$ 5,148.00	$ 852.00
Retain in Program			
Signals & Illum. (Contract)	30,000.00	25,740.00	4,260.00
Total	$36,000.00	$30,888.00	$5,112.00

Prefix No. 34-1938 P.E.

8665 -

8

February 8, 1979

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

Contract No. 8665 awarded to Hamilton Electric, Inc. for traffic signal installation on Sunset Highway at the Murray Boulevard Interchange in Washington County was completed on August 31, 1978, and accepted by the State Highway Engineer on February 6, 1979.

Final payment in the amount of $1,813.55 will be released to the contractor after February 13, 1979. The total contract amount is $31,992.58 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Hamilton Electric, Inc.
232 West 5th
P. O. Box 708
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
V. E. Skoog
E. L. Hardt

8665

STATE OF OREGON
1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

8

DATE: January 12, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-27(1)

Contract 8665, Work Completed August 31, 1978

Project Sunset Hwy. @ Murray Blvd. Intch.

Highway Sunset

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 1-18-79

513

G. K. [illegible]
for G. L. Green
Division Administrator

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

RDC:mk

cc: ~~H. S. Coulter~~
C. T. Keasey
E. L. Hardt
R. D. Church

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inlees
Richards
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
JAN 30 1979
CONSTRUCTION
SECTION

8665

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sunset Hwy. at Murray Blvd. Interchange

WEEK ENDING: December 23, 1978

SECTION PREFIX: 34-1011

HIGHWAY: Sunset

COUNTY: Washington

NAME OF JOB: Sunset Hwy. at Murray Blvd. Intercl.

KIND OF WORK: Traffic Signals

CONTRACTOR: Hamilton Electric Co.

CONTRACT NUMBER: 8665

FEDERAL AID PROJECT NUMBER: F-27(1)

DATE OF CONTRACT: December 19, 1977

DATE WORK STARTED: July 17, 1978

~~ESTIMATED~~ COMPLETION DATE: December 22, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 200

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 38,298.88

EXCLUSIVE OF ENGINEERING: $ 34,954.00

ENGINEERING AUTHORIZATION: $ 3,344.88

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 34,954.00

ENGINEERING COST TO DATE: $ 3,600.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 108 %

DATE PROJECT WAS COMPLETED: December 22, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 ladder truck, 1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE NO.~~	Traffic Signals						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Foggy/sprinkles	0	0	
MONDAY 18	Cold/foggy	0	0	
TUESDAY 19	Cold/foggy	0	0	
WEDNESDAY 20	Snow	0	0	
THURSDAY 21	Rain	0	0	
FRIDAY 22	Rain	0	0	
SATURDAY				

RECEIVED
DEC 2[illegible]
CONSTRUCTION
BRANCH

Keesey
Lockwood
Williams
Johnsen
Glenn
Richards
Berg
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	No activity.
MONDAY 18	No activity.
TUESDAY 19	No activity.
20 WEDNESDAY	No activity.
THURSDAY 21	Installed new photocell in Pole #3 luminaire. Completed pick-up work.
FRIDAY 22	Cleaning up site. COMPLETION DATE.
SATURDAY	

REMARKS

Status to Date: JOB COMPLETED.

SIGNED E Rodriguez
E. Rodriguez
LOCATION Beaverton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

#8665 7-28-78 8

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 71103	FEDERAL AID PROJECT NO. F-27(1) STATE PROJECT NO. See below COUNTY NAME Washington PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 11-22-77	DATE AUTHORIZATION EFFECTIVE 7-14-78	FEDERAL ROUTE NUMBER Primary 27 STATE ROUTE NUMBER Primary 47

GENERAL LOCATION:

Sunset Hwy. at Murray Blvd. (North Ramp)

GENERAL DESCRIPTION OF WORK:

Relocate existing permanent sign.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 7-14-78, as requested in Mr. Keasey's letter of 7-19-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $240 Federal Funds $206.

Swan
8-1

DATE 7-28-78	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8665 7-[illegible]

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-27(1)
STATE PROJECT NO. See below
COUNTY NAME Washington
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.
ITEM NO. 71103

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 11-22-77
DATE AUTHORIZATION EFFECTIVE 7-14-78
FEDERAL ROUTE NUMBER Primary 27
STATE ROUTE NUMBER Primary 47

GENERAL LOCATION:
Sunset Hwy. at Murray Blvd. (North Ramp)

GENERAL DESCRIPTION OF WORK:
Construct A.C. walk and adjust guardrail.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 7-14-78, as requested in Mr. Keasey's letter of 7-18-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $1,700 Federal Funds $1,458.

DATE 7-28-78
SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8665 11-22-77 2

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-27(1)

STATE PROJECT NO. See Below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71103

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 11-22-77

DATE AUTHORIZATION EFFECTIVE 11-22-77

FEDERAL ROUTE NUMBER Primary 27

STATE ROUTE NUMBER Primary 47

GENERAL LOCATION:

"Sunset Highway at Murray Blvd (N. Ramp)

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

XX OTHER (Specify) Permanent Pavement Striping (SF) $300

☐ ACQUISITION OF RIGHT-OF-WAY

XX CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 11-18-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $32,724 Federal Funds $28,077.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

Su[illegible] 11 16

DATE 11-22-77

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8665 8

September 14, 1977

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

MISC. CONTRACTS and
AGREEMENTS No. 6173

Attention: Roger Thomssen
Director of Records & Elections

Gentlemen:

Attached for your records is a fully executed copy of an agreement providing for installation of traffic signals at ramp terminals of the Sunset Highway-Murray Boulevard Interchange.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. conf. att.)

8665 3-2 77 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-27(1)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71103

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 7 '77
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-2-77

FEDERAL ROUTE NUMBER Primary 27

STATE ROUTE NUMBER Primary 47

GENERAL LOCATION:

"Sunset Highway at Murray Blvd. (N. Ramp)"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $2,800 - FF $2,402
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-9-77 letter, I concur that the subject project is a non major action as set forth in FHPM 7-7-2, para. 10e.

DATE 3-2-77

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible] for

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8665

9

~~PRO 6-2~~

February 9, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 71103
Project No. F-27(1)
Sunset Highway at Murray Blvd. (N. Ramp)
Washington County

Attached is data for the subject project.

We request the following:

(1) Concurrence that the project falls in the classification of monmajor action as set forth in FHPM 7-7-2 paragraph 10e.

(2) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $2,800 with an obligation of $2,402 in federal funds.

CL:dpy

cc: R. N. Bothman - Metro

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

February 9, 1977

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 26, 3.8 mi. N.W. of Mult. Co. Line	ADT	PRESENT 31,600	FUTURE N/A	YEAR 97	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., Traffic Signal & Illum. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66)	SUPV AGCY	DA CLASSIF.	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 F-	NUMBER 27(1)	

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary	COUNTY NAME Washington			
	NAME OF URBAN AREA --	ROUTE NO. p	FEDERAL-AID 27	STATE 47	U.S. 26

17-21

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	116	41	42	43 46	53		(54) (56)	(59) (66)	(67) (76)		
5					PE			0.0	2,800	2,402	398	
5					ROW							
5					CONST (CODE) TOPICS Y031		"Sunset Hwy. @ Murray Blvd. (N. Ramp)"	0.0	30,000	25,740	4,260	

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.0	32,800	28,142	4,658	
1	14	PROGRAM APPROVAL DATES October 4, 1976			(16) (23)	(24) (33)	REMARKS	

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 9, 1977

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 26, 3.8 mi. N.W. of Mult. Co. Line		31,600	N/A	97	10	Oregon	41	010	71103

SED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
c Signal & Illum.								F-	27(1)			

NDS	COUNTY NAME	CODE	PROGRAM STAGE
Consolidated Primary	Washington	067	☐ 1 OR ☐ 2
--	ROUTE NO. P — FEDERAL-AID 27; STATE 47; U.S. 26		

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE			0.0	2,800	2,402	398		
ROW								
CONST (CODE) TOPICS Y031		"Sunset Hwy. @ Murray Blvd. (N. Ramp)"	0.0	30,000	25,740	4,260		ROW - 300' normal; Access Control-Complete Parking Restrictions Complete.
D BY CL		PROJECT TOTALS	0.0	32,800	28,142	4,658		

APPROVAL DATES October 4, 1976

REMARKS

-over-

SUNSET HWY. AT MURRAY BLVD. (N. RAMP)

PROJECT NO. F-27(1)

Existing Facility: Murray Road Interchange:

Roadway Hwy. 47: Four 12' lanes H.T. pave, 60' median & 10' shoulders.
Hwy. 47 W.Bnd. Off-ramp: 16' travel lane with 6' right & 4' left shoulders.
Westbound traffic entering Murray Blvd. from off-ramp controlled by stop sign.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases.
2) Install multi-phase traffic signal at the junction of the Sunset Hwy. westbound off-ramp with Murray Blvd. Install illumination and other incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:
(a) Public Hearings--None required under Oregon Action Plan.
(b) Location/Design--Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 1
(2) This project is included in the CRAG TIP (FY 77) Annual Element.

8666 E. 17th Ave.-I-5 Interch. 1977
(Eugene) Sec. of FAU 1185
Glenwood Blvd. (gr., pav & st.)

C·A 5818 12-2-76

.8666

P

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 6-22-82

COUNTY LANE **Contract No.** 8666 **Date Completed** 12-13-78

PROJECT # M-1185(1) **Section** E. 17th Ave. - I-5 Interchange - Glenwood Blvd.

PAYMENTS TO CONTRACTOR Agreement No. 5818

ITEM	**TOTAL COST**
CONSTRUCTION: (Prefix No. 220-1007)	
Payment to Contractor	$634,013.58
Interest on Final Payment	133.26
Work by Southern Pacific Trans. Co.	50,220.69
Audit	10,029.60
Training	409.23
EEO Monitoring	361.94
	333.45
TOTAL COST	$695,501.75

MATCH FUND COMPUTATION

$$\frac{\text{Total Federal Funds}}{\text{Federal Pro Rata}} = \frac{\$238{,}000}{78.2\%} = \$304{,}347.82$$

STATE SHARE = 50% of ($304,347.82 - $238,000) = $33,173.91

COUNTY SHARE = ($695,501.75 - $304,347.82) + 50% of ($304,347.82 - $238,000) = $424,327.84

Less County's Advance Deposit 412,200.00

AMOUNT DUE FROM COUNTY $ 12,127.84

Accounting: Please attach Itemized Statement to Invoice

cc: Jack Ayres, Region 3

FORM 734-1745

220-1007

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

ST E VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 11/22/77
TO 4/11/80

FEDERAL AID PROJECT NO.
M-1185(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			*Federal Funds Limited		
$695,601.75	304,347.82 ~~$277,389.28~~	78.20% ~~85.80%~~	$238,000.00	$238,000.00	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 10/23/81

PASSED FOR PAYMENT
BY V.E. Skoog, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	E. 17th Ave.-I-5 Interchange (Eugene) Glenwood Boulevard Lane County					
	Construction					
	Type Code 6201					
	Roadway (Sta. L2 12+87.27 To Sta. L23H30)					
	Final Contract Payment Summary		LUmp Sum		$ 75,988.91	
	Work by Southern Pacific Transportation Co.		All Required		50,220.69	
	Total Participating Type Code 6201 Construction				$126,209.60	
	Type Code X181					
	Structure, Br. #16329 (Sta. 22+53.50 To Sta. 23+77.50)					
	Final Contract Payment Summary		Lump Sum		$150,437.00	
	Total Participating Construction Cost				$276,646.60	
	Misc. Project Cost					
	EEO Monitoring Expense		All Required		$ 333.45	
	Type Code 6201 $260.09					
	Type Code X181 73.36					
	Audit (Type Code 6201)		All Required		409.23	
	Total Misc. Project Cost				$277,389.28	
	Nonparticipating Items					
	Interest on Final Payments		All Required		$ 133.26	
	Final Contract Payment Summary		Lump Sum		407,587.67	
	Construction Engineering State		All Required		10,391.54	
	Total Nonparticipating Cost				$418,112.47	
	Total Project Cost				$695,501.75	
	Prepared based on Costs as shown on The Federal Billing as of 10/29/81.					
	AMOUNT CARRIED FORWARD . .					

```
AL TO DATE JOB COST SUMMARY                                          DECEMBER 1981          PAGE  135

                                                                            FISCAL          GRAND TOTAL     ACTIVE YRS
RIPTION OF JOB OR DEPARTMENT    PREFIX      FUNCTION  GR  CURRENT MONTH  YEAR TO DATE        TO DATE       BEG    END
                              218   1050     900    03 N 1                                   316.14       81     81
                              218   1050     915    00 P 1                    344.22         344.22       81     81
                              218   1050     915    02 P 1                                    57.32       81     81
                              218   1050     920    00 P 1                                    31.66       80     80
                              218   1050     948    00 P 1                      7.08          26.39       81     81
                                             TOT       P1                   1,048.79      49,182.14
                                             TOT       N1                                    316.14
                                          ** JOB TOTALS **           **     1,048.79  **  49,497.28  **

TY TV PRJT                    CONT NO      FA PROJ NOS PMS 00S081 100                                  STATE
                              219   1056     270    01 P 1                    765.56       9,081.88       78     81
                              219   1066     296    00 N 9                    802.28CR     9,409.81CR     78     81
                              219   1056     298    00 N 9                    802.28       9,409.81       78     81
                              219   1056     900    00 P 1                                   314.50       80     80
                              219   1056     920    00 P 1                                    13.43       78     78
                                             TOT       P1                     765.56       9,409.81
                                          ** JOB TOTALS **           **       765.56  **   9,409.81

17TH ST-I-5(EUGENE)           CONT NO 8666 * FA PROJ NOS M   185001 100                                STATE
                              220   1007     201    00 P 1 Pay Cont.      407,587.67CR   226,425.91       78     81
                              220   1007     201    00 N 1   "    "       407,587.67     407,587.67       81     81
                              220   1007     206    00 N 1 Int.                              133.26       79     79
                              220   1007     284    01 P 1 Pay utility                      50,220.69       81     81
                              220   1007     296    00 N 9 tr. St.                        567,700.00CR     78     81
                              220   1007     297    00 N 9 " Co.                          329,700.00       78     78
                              220   1007     298    00 N 9 " Fed.                         238,000.00       78     81
                              220   1007     900    00 P 1 Const. Engr.    10,292.96CR       187.43CR     78     81
                              220   1007     900    00 N 1   "     "       10,105.53      10,204.11       78     81
                              220   1007     915    00 P 1 Audit               72.83         409.23       81     81
                              220   1007     948    00 P 1 Const. Engr          6.46           6.46       81     81
                              220   1007     948    00 N 1   "     "            6.46           6.46       81     81
                              220   1007     950    00 P 1 Training                          180.97       78     79
                              220   1007     950    00 N 1   "                180.97         180.97       81     81
                              220   1007     985    00 P 1 EEO Monitor                       333.45       78     78
                                             TOT       P1                 417,801.34CR   277,389.28
                                             TOT       N1                 417,880.63     418,112.47
                                          ** JOB TOTALS **           **        79.29  ** 695,501.75  **

LANE 10 PAVE MARKING PROJ #2  CONT NO      FA PROJ NOS PMS 00S063 100                                  STATE
                              220   1016     270    02 P 1                  4,191.13      28,267.21       78     81
                              220   1016     296    00 N 9                  4,925.65CR    31,893.95CR     78     81
                              220   1016     298    00 N 9                  4,925.65      31,893.95       78     81
                              220   1016     900    00 P 1                    425.43         770.68       79     81
                              220   1016     900    00 N 1                                    77.59       80     80
                              220   1016     900    06 P 1                    441.52       2,829.23       80     81
                              220   1016     900    06 N 1                                    65.00       80     80
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1666

☆U. [illegible]VERNMENT PRINTING OFFICE: 1974 — 732 - 620

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4-11-[illegible]

REGION NO. 10	REPORT NO. 3	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 4/7/80	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. M-1185(1)
COMPLETION DATE 12/13/78	ACCEPTANCE DATE BY CONTRACT AGENCY 5/15/79	TIME ELAPSED 112 %	CONTRACT TIME Completion Date
APPROVED EXTENSIONS 43 days	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

E. 17th AVENUE TO I-5 INTERCHANGE (EUGENE)

FAU 1185 - GLENWOOD BOULEVARD

Glenwood Connection

The project involved construction on both existing and new alignment of a paved roadway between the subject streets.

The contract called for a completion date of 10/31/78. The contractor finished on December 13, 1978. A 43 day time extension was granted. No liquidated damages were charged.

RECEIVED
STATE HWY ENG
APR 11 '80
REFER TO
Keasey

4/14
cy

Info	Inves	[illegible]	[illegible]	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4/7/80	TITLE Field Operations Engineer	DATE 4/11/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8666

8

May 18, 1979

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8666 awarded to Wildish Construction Co. for work on the E. 17th Avenue-I-5 Interchange (Eugene) Section on Glenwood Boulevard in Lane County was completed on December 13, 1978, and accepted by the State Highway Engineer on May 15, 1979.

Final payment in the amount of $7,452.70 will be released to the contracter after May 23, 1979. The total contract amount is $634,013.58 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
cc: Wildish Construction Co.
P. O. Box 1149
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

58666

4-20-79

~~Eugene City~~ Lane Co

East 17th Avenue - I-5 Interchange

Narrative Report

This project consisted of constructing the grading, paving and structure on Glenwood Blvd., Eugene, Oregon.

The contract was designed to be constructed in two stages. The NE and NW line ramps were constructed under a temporary detour, Stage I, and were later used as a detour during the construction of the structure, Stage II.

Wildish Construction Company, Eugene, Oregon was awarded this contract on December 19, 1977. Work commenced on December 28, 1977 and the contract specified a completion date of October 31, 1978.

The major grading work commenced on March 20, 1978 with the clearing and grubbing of the entire project. Within the next week, Wildish Construction Company began preparation work for the excavation of the unsuitable foundation materials in the slough area. Intermittent spring rains delayed completion of this work and proved to be a significant factor in a time extension request. By May 31, 1978 all the work in the slough area had been completed. A price agreement was initiated to provide additional selected embankment materials due to unfavorable ground water conditions.

By May 23, 1978 ground conditions were such that Durbin Construction, a sub-contractor, could begin excavating and placing embankment. Once the Stage I detour had been completed, Durbin proceeded with the required excavations to complete the NE and NW lines to sub-grade. The excavated materials were embanked along the railroad to provide the necessary foundation for the structure, bent No. 1.

When the sub-grade was completed on the NE and NW lines, the utilities were notified that their relocations could begin. Due to a location change requested by the Eugene Water and Electric Board, adjustment of the 16" water main took approximately one month longer than anticipated. This change delayed the completion of the Stage II configuration and was also a major consideration in the time extension request.

Structure work commenced on June 6, 1978 by the sub-contractor, Holst Construction Company. Initial construction was on the retaining wall along the railroad tracks.

Minor modifications to the retaining wall design were requested by the Southern Pacific Transportation Company in order to provide a minimum 1.5:1 safety factor.

Holst began work on the structure on June 20, 1978 with the structural excavation at Bent 2. Due to the lack of an anticipated rock layer at Bent 2, a major revision was initiated to modify the size and location of the footing and structure. The required revisions were negotiated under price agreements number five and six.

RECEIVED
APR 20 1979
ROAD DESIGN SECTION

Verdoog
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

The period of redesign and additional construction required to complete the structure work also was a major consideration in the time extension request.

On July 7, 1978, Holst Construction Company moved in the pile driving equipment and commenced the structure work under the revised plans. By August 7, 1978, sufficient work had been completed that the prestress beams could be set in place.

Durbin Construction proceeded with grading operations on the NE and NW lines on August 14, 1978. Wildish Construction installed the necessary culverts, base rock and paving required to complete the Stage II alignment. Base paving was completed on September 9, 1978.

Only minimal excavation was performed on the "L" line until the structure could be sufficiently completed and utilized by hauling equipment. By October 2, 1978 Durbin Construction began the final excavations required to complete "L" line.

By October 12, 1978 sufficient "L" line subgrade had been completed that Wildish Construction could begin placing 1½-0 aggregate. The asphalt rubber chip seal was completed on October 19, 1978. Wildish proceeded to complete placement of the aggregate base and paving was completed on October 25, 1978.

Only the installation of guard rail, seeding and mulching, and finish work on the bridge rail remained to be completed. All incidental work was completed by December 13, 1978.

lane county

LANE COUNTY DEPARTMENT OF PUBLIC WORKS

Statement of Overruns and Underruns

E. 17th Ave. - I-5 Interchange

CONTRACT NO: 8666

COUNTY: Lane

PREFIX: 220-1007

	Original Authorization	Semi-Final Estimate	Overrun or Underrun
Contract Amount	622,919.91	620,627.62	-0.4%
Additional Anticipated Items	31,300.00	* 26,000.00	-16.9%
Contingencies	29,439.90	13,383.25	-54.5%
Engineering	58,879.79	58,879.79	0
Additional Authorization	0	0	0
	$742,539.60	$718,890.66	-3.2%

*Final billing from Southern Pacific Transportation Co. still pending.

DEPARTMENT OF PUBLIC WORKS AL DEAVER, DIRECTOR / 3040 DELTA HIGHWAY NORTH / EUGENE, OREGON 97401

ITEM	AUTHORIZED	QUANTITIES	%OVER OR UNDER
1. Mobilization	Lump Sum	100%	-0-
2. Temporary Protection and Direction of Traffic	Lump Sum	100%	-0-
3. Temporary Signs All that was required to safely control traffic through the stage construction.	350 S.F.	257.2	-26.6%
4. Temporary Barricades All that was required to protect traffic.	12 ea.	8	-33.3%
5. Flagmen Due to volume of traffic and congestion with the contract work, additional control was required.	150 hr.	295.0	+96.6%
6. Clearing and Grubbing	Lump Sum	100%	-0-
7. Removal of Structures and Obstructions	Lump Sum	100%	-0-
8. Abandon Manholes	3 ea.	3	-0-
9. Embankment Foundation Excavation Additional excavation was required @ Sta. 22+50 Rt. to remove the unsuitable material as classified in the project plans.	2900 C.Y.	4803.2	+65.6
10. Embankment in Place	55,300 Tons	53,526.6	-3.2%
11. Special Embankment in Place	1600 Tons	1564.6	-2.3%
12. Trench Excavation	1450 C.Y.	1429.05	-1.4%
13. Finishing Roadbed and Slopes	Lump Sum	100%	-0-
14. Watering Due to frequent rains it was not necessary to water as much as usual.	340 Tons	149.5	-56.0%
15. 1 1/2-0 Aggregate Base	15620 Tons	16041.05	+2.6%
16. 3/4-0 Aggregate Base The project special provisions called for using City of Eugene sewer details. The plans did not show the standard detail used by the City and additional aggregate was required.	2600 Tons	3159.53	+21.5%
17. Class B and Class C Asphalt Concrete	2700 Tons	2729.44	+1.1%
18. Asphalt Rubber Chip Seal	560 S.Y.	567	+1.3%
19. 3/4-0 Aggregate in Prime Coat Delete by Price Agreement No.4	215 Tons	0	-100%

20.	MC-250 Asphalt in Prime Coat Delete by Price Agreement No.4	15 Tons	0	-100%
21.	12 inch Culvert Pipe Two driveways were deleted	88 L.F.	28	-68.2%
22.	18 inch Culvert Pipe	145 L.F.	150	+3.4%
23.	24 inch culvert Pipe	255 L.F.	255	-0-
24.	48 inch culvert Pipe	648 L.F.	648	-0-
25.	8 inch Sewer Pipe	24 L.F.	26	+8.3%
26.	18 inch Sewer Pipe	820 L.F.	804	-2.0%
27.	Concrete Manholes	4 ea.	4	-0-
28.	Reconstruct Manhole	1 ea.	1	-0-
29.	Guard Rail Type 2A	1863 L.F.	1850	-0.7%
30.	Guard Rail Type 3	100 L.F.	100	-0-
31.	Guard Rail anchors Type 1 Guard rail from E. 17th Ave. was tied into this project eliminating the need for the end piece.	8 ea.	7	-12.5%
32.	End Pieces Type C Guard rail from E. 17th Ave. was tied into this project eliminating the need for the end piece.	8 ea	7	-12.5%
33.	Paved Culvert end slopes	169 S.F.	169	-0-
34.	Drainage Curb	520 L.F.	525	+1.0%
35.	Loose Rip rap	27 Tons	27.37	+1.4%
36.	Roadside Seeding & Mulching The waste area of excavated rock materials were not seeded.	5 Acre	4.1	-18.0%
37.	Structure Excavation All required to complete as per plans.	105 C.Y.	65	-38.1%
38.	Furnish Pile Driving Equipment	Lump Sum	100%	-0-
39.	Furnish HP 10 x 42 Steel Piling All that was required to reach bearing and minimum penetration.	660 L.F.	503	-23.8%
40.	Drive Steel Piles All that was required to reach bearing and minimum penetration.	660 L.F.	503	-23.8%
41.	Structural Concrete Class 3300	Lump Sum	100%	-0-

42.	Concrete in Retaining Wall Amount required for redesign of Retaining Wall	13 C.Y.	13.58	4.5%
43.	125'/130' Bulb Tee-Prestressed Beams	7 ea.	7	-0-
44.	Precast Drain Trough All required to complete as per plans	182 L.F.	171.7	-5.7%
45.	Reinforcement	Lump Sum	100%	-0-
46.	Reinforcement in Retaining Wall Amount required for redesign of retaining wall	1400 lbs.	1525	+8.9%
47.	Structural Steel	Lump Sum	100%	-0-
PA # 1	On the Job Trainee All that was required to complete project.	1000 hr	436	-56.4%
PA # 2	Asphalt in Detour	Lump Sum	100%	-0-
PA # 3	Select Embankment in Place All that was required to complete the required work.	1500 C.Y.	1263.7	-16%
PA # 4	Document Delete Prime Coat			
PA # 5	Item # 1 Structural Concrete Item # 2 Reinforcement	12.63 C.Y. 357 lbs.	12.63 357	-0- -0-
PA # 6	Piling in Place	Lump Sum	100%	-0-
PA # 7	Document increases in Quantities			
PA # 8	Document Contractor Weigh Memo			

8666

8

April 24, 1979

Wildish Construction Company
P. O. Box 1149
Eugene, OR 97440

Gentlemen:

Time Extension
E. 17th Ave.-I-5 Int. (Eugene)
Lane County
Contract No. 8666

Your request for an increase in calendar days in which to complete the project has been given careful review. A 43 calendar day extension is hereby granted. Considerations in granting this request were delays due to utility work, structure redesign and extra work.

The specified completion date will be extended to December 13, 1978. This will eliminate all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr ji

bc: FHWA
C. T. Keasey
Robert Church
Alfred Shirley, Jr.
Ellis Jones
George Price - Lane County

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: FAP No. M-1185(1)
E. 17th Ave.-I-5 Interchange (Eugene)
Lane County

DATE: April 19, 1979

In reply refer to: HFO.3-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

I concur in the 43-day time extension proposed in your memorandum of April 12, 1979.

G.K.
for G. L. Green

DATE: April 12, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
E. 17th Ave.-I-5 Intch. (Eugene)
Lane County
Contract No. 8666
FAP No. M-1185(1)

Wildish Construction Company, contractor on the above project, has requested a 43 calendar day extension of the specified completion date in which to complete the project. Reasons given for the extension are inclement weather, utility relocation delays, redesign of the bridge and extra work to drive piling.

The project consisted of grading, paving and structure work. The contract was awarded December 19, 1977, with a specified completion of October 31, 1978. Work commenced December 28, 1977, with the installation of the temporary signs and minor clearing.

During the months of April and May, the contractor claims the embankment work was delayed due to inclement weather. Wet weather during this time is reasonably predictable and should not be considered as grounds for an extension of time. No time is recommended.

Under Stage I, the contractor was to complete the N.W.^{2} and N.E.^{2} lines to subgrade, then allow approximately 22 days for utility relocation work in the area before pursuing further construction on these lines. The utilities were notified of completion of the specified work on June 23, 1978. Installation and testing of these utilities was not completed until August 11, 1978. This exceeded the estimated time for doing this work by 27 calendar days. This delayed completion of the remaining Stage I work and disrupted the scheduling of Stage II work. It is recommended the 27 days lost due to utility work be returned to the contractor.

Unsuitable foundation materials encountered necessitated redesign of the structure at Bent 2. Bridge construction which was the critical item under Stage II, was delayed a total of 22 days pending redesign of the structure. The lost time should be returned to the contractor.

The total lost time due to utility work and redesign of the structure is sufficient time to grant the contractor's request and eliminate all liquidated damages. There was also additional time lost performing extra work due to the redesign of the structure, but is not critical in granting this request.

It is recommended the contractor be granted a 43 calendar day extension for delays due to structure redesign and utility work. This will extend the specified completion to December 13, 1978.

OBJ:DA:fr jl

cc: C. T. Keasey
Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8666

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 9, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
E. 17th Ave.-I-5 Intch. (Eugene)
Lane County
Contract No. 8666
FAP No. M-1185(1)

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The total lost time due to utility work and redesign of the structure is sufficient time to grant the contractor's request and eliminate all liquidated damages. There was also additional time lost performing extra work due to the redesign of the structure, but is not critical in granting this request.

It is recommended the contractor be granted a 43 calendar day extension for delays due to structure redesign and utility work. This will extend the specified completion to December 13, 1978.

FHWA concurrence will be required and a rough draft letter to them is attached. A rough draft letter to the contractor is also attached.

OBJ:DA:fr

Att.

cc: Alfred Shirley
Ellis Jones
George Price - Lane County
3040 Delta Highway North
Eugene, OR 97401

RECEIVED
STATE HWY ENGR
APR 10 '79
REFER TO
FOR
Info Inves R/O D.R. Sec. Act. File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8666 Contractor Wildish Construction Co.

Highway FAU 1185 (Glenwood Blvd)

Section E. 17th Avenue-I-5 Interchange (Eugene)

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Forty-three (43) calendar days are granted for delays due to utility work, structure redesign and extra work.

Recommended for Approval:

Regional Engineer

O. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8666

Project designation Federal (M-1185)
State-Federal

Date awarded 19 December 1977

Work started 28 December 1977

Per cent completed 100% 12/13/78
Date

No. of Workdays Allowed Specified Completion Date: 10/31/78

No. of Workdays Used Actual Completion Date: 12/13/78

No. of Added Workdays Requested 43

SP*67865-734

B-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 4, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 10/31/78 to 12/13/78 within which to complete our Contract No. 8666, without the assessment of liquidated damages. The said contract is described as follows:

OSHD Contract #8666; I-5 Glenwood Project

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Inclement Weather - April 3 thru April 11, April 14 thru May 3, May 10 thru May 17, 1978

Utility (EWEB) relocation delay - July 15 thru August 11, 1978
Engineering correction to bridge length - June 21 thru July 12, 1978
Extra work to drive piling at south abutment - July 17 through July 23, 1978

Respectfully submitted,

Wildish Construction Company
Contractor

By

CONSENT OF SURETY

Date 2/22, 1979

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Darwin K. Alleson
Attorney-in-Fact

(SEAL)

Darwin K. Alleson
Resident Agent

8666

9

FORM E-1 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION East 17th - I-5 Interchange	WEEK ENDING: December 16, 1978	SECTION PREFIX 220-1007
HIGHWAY Glenwood Blvd.	COUNTY Lane	
NAME OF JOB Glenwood Blvd.	KIND OF WORK grading, paving, structure	
CONTRACTOR Wildish Construction Company	CONTRACT NUMBER 8666	FEDERAL AID PROJECT NUMBER M-1185
DATE OF CONTRACT December 19, 1977	DATE WORK STARTED December 28, 1977	ESTIMATED COMPLETION DATE December 13, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 310	WORK DAYS USED CALENDAR DAYS USED 348
PROJECT AUTHORIZATION: $742,539.60	SPECIFIED COMPLETION DATE October 31, 1978	PERCENT OF TIME ELAPSED 112%
EXCLUSIVE OF ENGINEERING: $683,659.81	ENGINEERING AUTHORIZATION $	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $658,751.00	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 89%
ESTIMATED PERCENT: [redacted] UNDERRUN 4 %	PERCENT OF AUTHORIZATION %	DATE PROJECT WAS COMPLETED: December 13, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.35	0.35			0.35
MILES PARTIALLY COMPLETED	0.35	0.35			0.35
MILES COMPLETED	0.35	0.35			0.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	56,900	18,200			2,700
TOTAL QUANTITIES CORRECTED TO DATE	55,710	19,147			27725
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	55,710	19,147			2,725
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16239						
PERCENT	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12-10				
MONDAY 11	Overcast			
TUESDAY 12	Overcast			
WEDNESDAY 13	Showers			
THURSDAY 14				
FRIDAY 15				
SATURDAY				

Routing
RECEIVED
JAN 15 1979
CONSTRUCTION SECTION

Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12-10	
MONDAY 11	No Activity
TUESDAY 12	No Activity
WEDNESDAY 13	Huskey Fence installing bolts and Misc. installation of guardrail bridge connectio Project completed this date.
THURSDAY 14	
FRIDAY 15	
SATURDAY 12-16	

REMARKS

Inspector: Carl Kleiver
LAST REPORT

OREGON STATE HWY. DEPT. EUGENE, OREGON
RECEIVED
JAN 11 1979
NOTED

RES	ASST	INSP	INSP	D.M.	FILES

SIGNED ________ LOCATION ________

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

9666

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 CON 5

March 9, 1978

Mr. Al Driver
Director of Public Works
Lane County
125 E. 8th Ave.
Eugene, OR 97401

Dear Mr. Driver:

This will acknowledge your letter of February 9, 1978, requesting that the state set forth their concerns regarding the south approach (NE² line) contained in the plans of your FAUS E. 17th St.-I-5 Section of Glenwood Blvd. now under contract.

The original concern was that this approach would be the only roadway available to Farwest Steel and Pape' Brothers. This was due to the county's request to close the railroad grade crossing on Henderson Ave. Such a closure would force all traffic to utilize this connection constructed on a nine percent grade. AASHTO specifications indicate that the grade should be limited to six percent and if heavy truck traffic is anticipated, four percent. The Oregon Department of Transportation specification indicates a maximum of eight percent and six percent desirable.

The ramp is designed with a level landing area and all traffic would be required to stop at the approach to Glenwood Blvd. The next concern was that Glenwood Blvd. is being constructed on a six percent grade. Normal vehicular traffic on Glenwood Blvd. will be traveling at a rate of 35 to 45 mph and will not necessarily be expecting a slow moving vehicle to be entering the roadway.

When the county agreed to construct a connection between Henderson Ave. and the new Glenwood Blvd., they withdrew their request to close the railroad grade crossing on Henderson Ave. It was agreeable to proceed with the contract. The county agreed to provide a less severe approach at a later date.

The proposal to construct a new approach ramp south of the ramp in question (NE² line) has some disadvantages. First, we have no plans so we are speculating on the design. Second, we understand it would be a five percent grade, touch the slope easements of I-5 and join Glenwood Ave. near the present ramp terminals to I-5.

(continued)

Thus, both the ramp called for in the plans (NE^2 line) and the proposed would be alike insomuch as a level landing area would be provided and the movement would be under "STOP" sign control. Both would involve fully loaded trucks entering relatively fast traffic on a six percent grade. The sight distance would be good at both approach points.

If we may be of any further assistance in this matter please advise.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
L.E. George
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
PME ☐
LGE ☑
CCE ☐
FAE ☐
OM ☐
OPE ☐
MAR 13 1978
TAA
File: PM FA LG OP

lane county

February 9, 1978

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Glen:

On our Glenwood Blvd. project, East 17th to I-5 Section, you will recall that it was necessary for us to bring Judkins Road, from the east, to a stop at Glenwood Blvd. As I recall you indicated that ODOT was concerned with that design due to the requirement of stopping heavy loads on the 9% grade prior to entering the Boulevard. We shared your concern but had no alternative at the time.

Since then we have met with representatives from Farwest Steel and Pape to discuss alternatives. If we can all agree to a proposal, including ODOT and FHWA, then we can delete the planned access.

Could you send me a letter expressing the concerns of ODOT with regard to the planned approach and the reasons for those concerns? Such a letter would assist me in participating in an alternative.

Thanks!

Very truly yours,

Al Driver

Al Driver, Director
Department of Public Works

DEPARTMENT OF PUBLIC WORKS / AL DRIVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

8666

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Lane County
125 E. 8th Ave.
Eugene, OR 97401

Attention of Al Driver
Director of Public Works

Request No. (assigned by staff engineer or head of section) cc 1794

Date February 17, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: ADVANCE DEPOSIT $412,200.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	$82,500.00	
		To be transferred to State Highway funds for the E. 17th Ave. - I-5 Interchange (Eugene) Sec., (FAU 1185) Acct. Ref. LANECOU-001834-LPU		$329,700.00

If payer has made payment for this service, indicate the amount of payment. $	**Credit distribution:** 220-1007-296
If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 412,200.00	**Submitted by:** Fred Hildebrandt F. Hildebrandt
Is this a partial or final request for billing? Partial	**Approved:** Regional Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	**Approved:** Gerald Wimer Section Head or Staff Engineer
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8666

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon

February 1, 1978

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Proposed access road change
E. 17th St.-I-5 Section
Glenwood Boulevard
FAUS project no. M-1185(1)
Lane County

While attending a meeting regarding other matters with Mr. Al Driver, Director of Public Works, Lane County, he advised that an alternate line had been tentatively located to replace the controversial NE^2 line on the subject project.

The new alignment infringes on interstate right-of-way but not within the access control line. Mr. Driver wishes to remove the NE^2 line construction and substitute the new ramp by price agreement.

I asked him to work with Ellis Jones and that when we had a design we would check with FHWA or others regarding the encroachment on I-5 right-of-way.

GLC/cao

P.S. Since the above meeting Mr. Ellis Jones has been in contact with Mr. George Price, County Engineer, who stated that the new ramp will not be made a part of this contract.

cc: D.H. Moehring
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE FAE ☐ OFE ☐
FEB 2 1978
~~Prange~~
~~Zehnt~~
~~Reynolds~~
File: PM FA
LG OP
TAA ____

8666

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon
February 1, 1978

Glen L. Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

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E. 17th St.-I-5 Section
Glenwood Boulevard
FAUS project no. M-1185(1)
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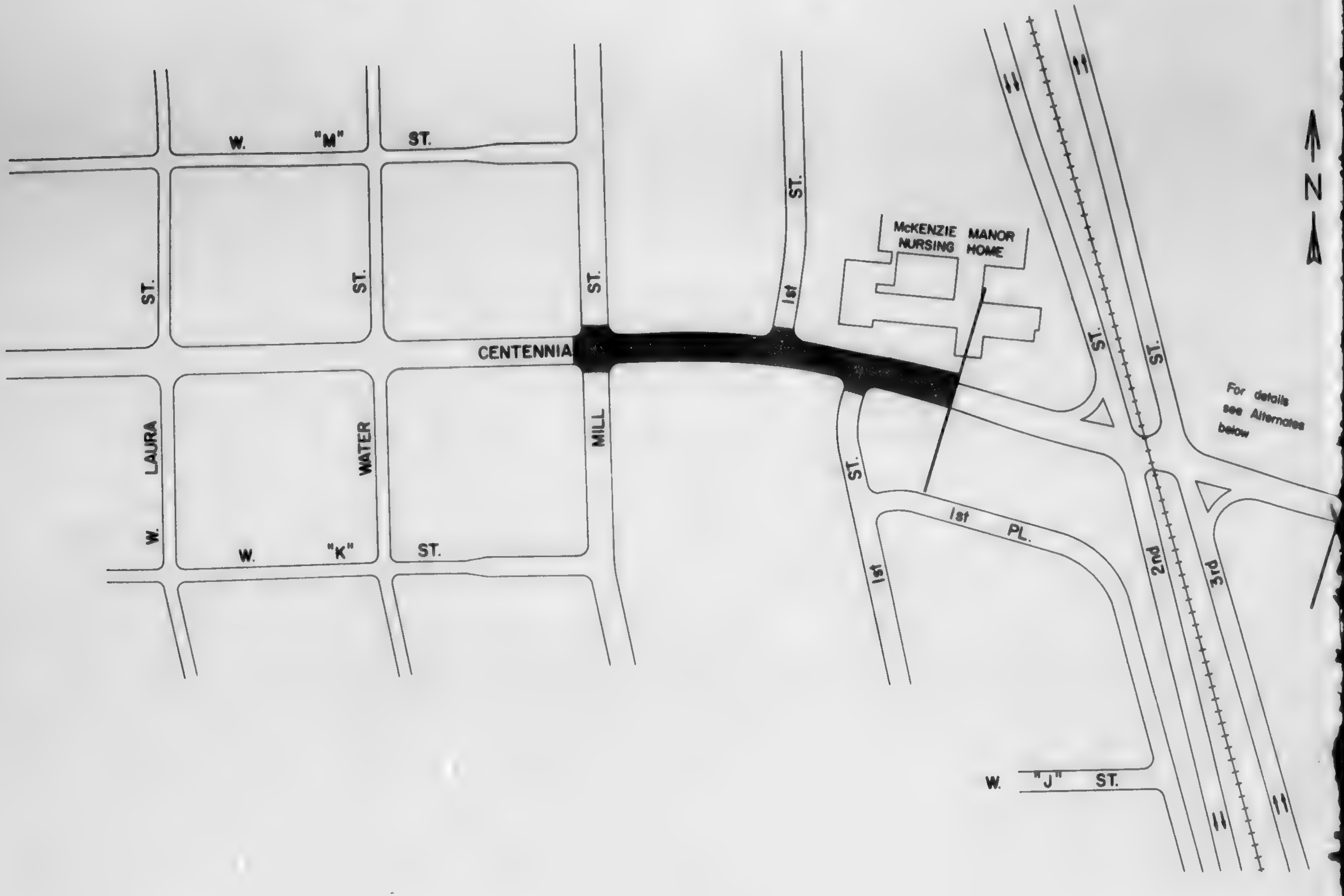
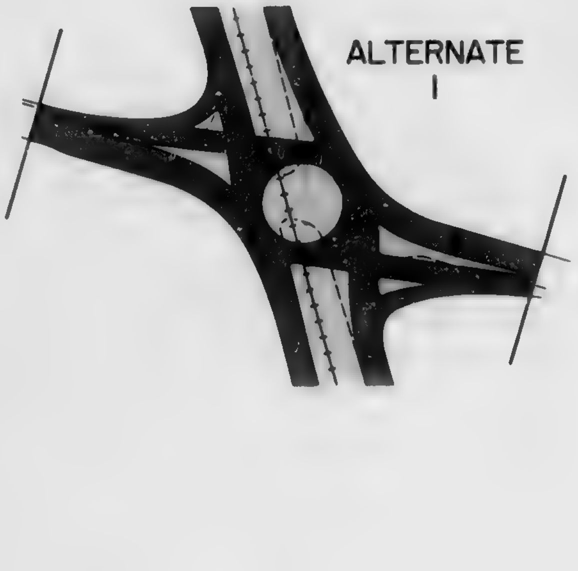
cc: D.H. Moehring
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 2 1978
Prange
Zehnle
Reynoldson
☐ File: PM FA
LG OP
TAA

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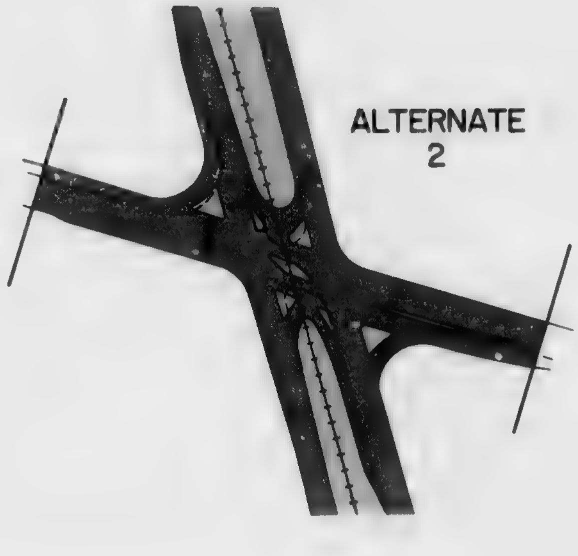
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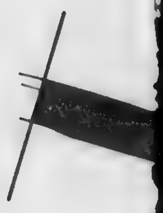

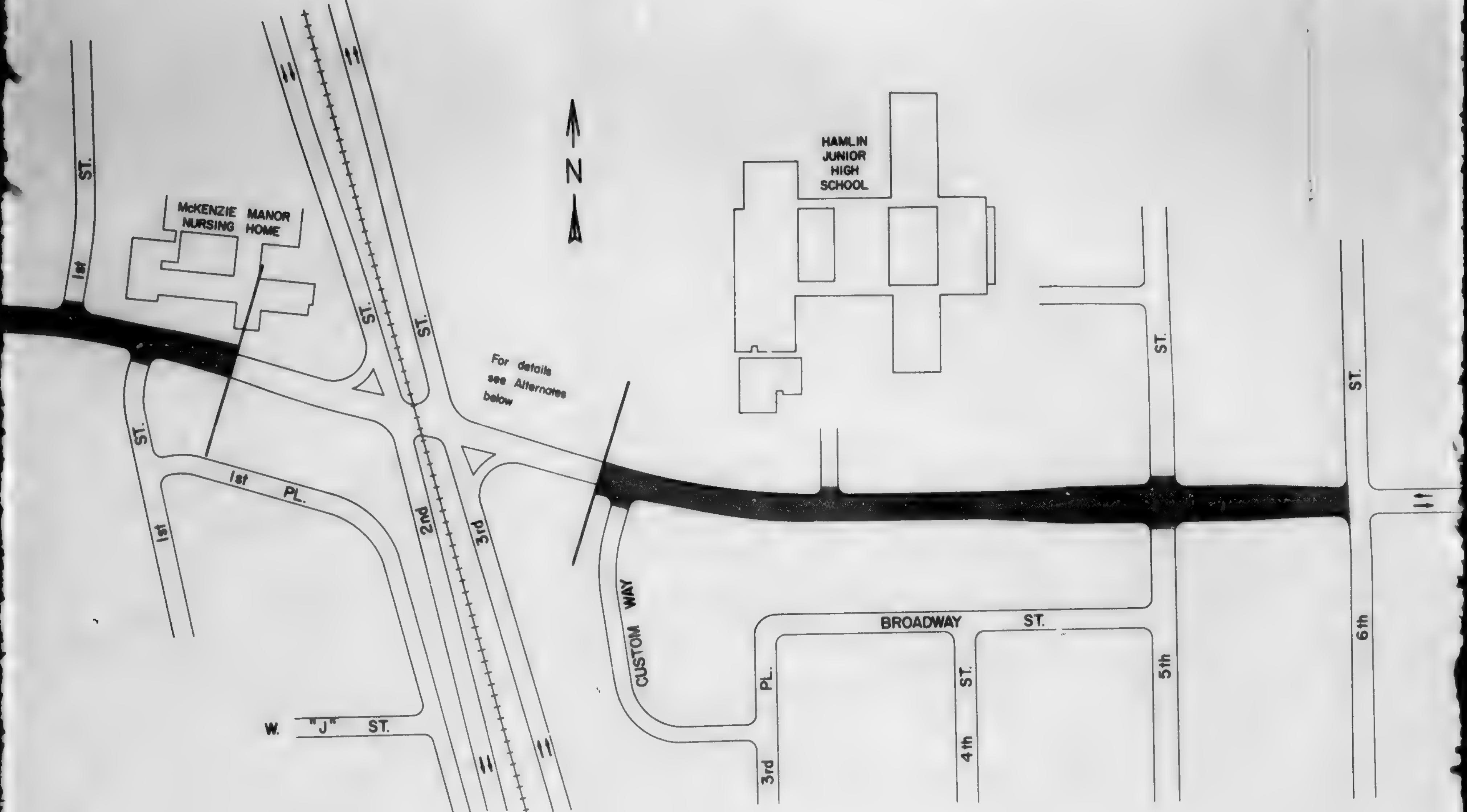

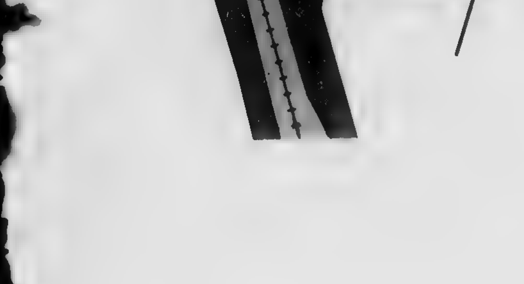

ALTERNATE
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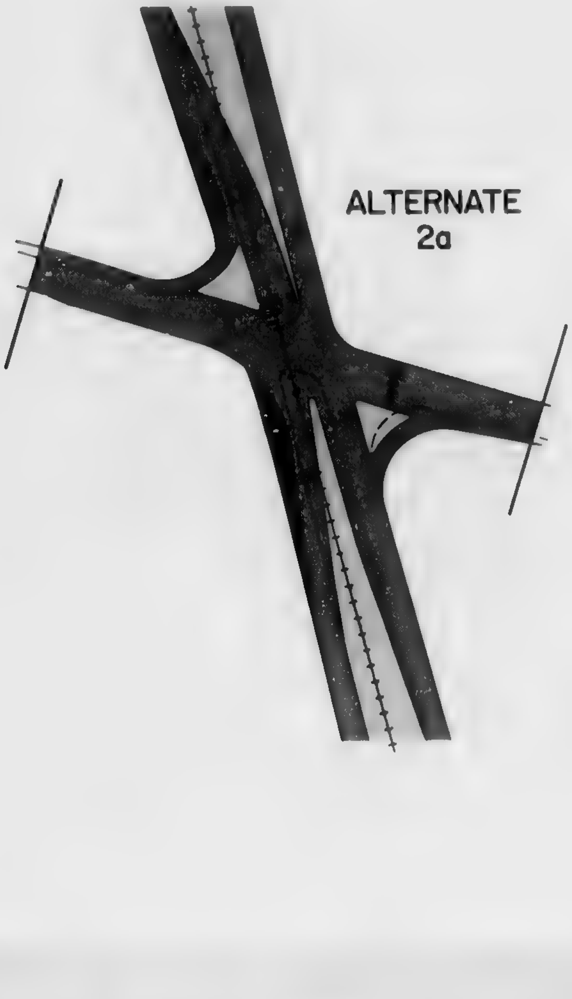


ALTERNATE
2a

HEARI

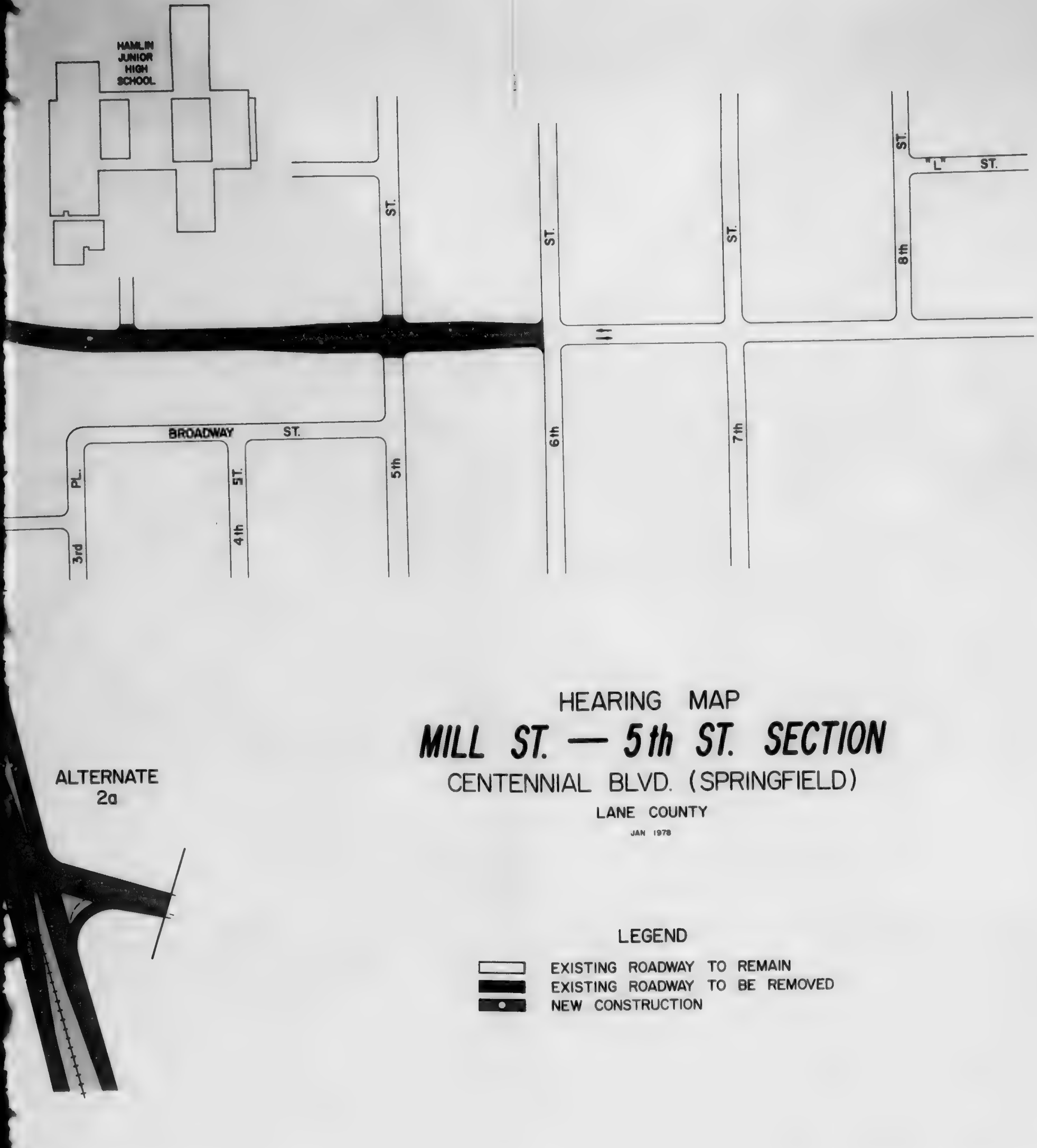
MILL ST. — 5

CENTENNIAL BL

LANE

LE

▭ EXISTING F
▬ EXISTING F
● NEW CONST



HEARING MAP
MILL ST. — 5th ST. SECTION
CENTENNIAL BLVD. (SPRINGFIELD)

LANE COUNTY

JAN 1978

LEGEND

- ▭ EXISTING ROADWAY TO REMAIN
- ■ EXISTING ROADWAY TO BE REMOVED
- ▣ NEW CONSTRUCTION

8666

TATE COPY 9

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-24	. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-30-78	OREGON County Lane Project No. M-1185(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

E. 17th Ave. - I-5 Interchange (Eugene)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-22-77	0.349
OTHER *(Specify)*		

FUNDS Pro rata 78.2%

ESTIMATED TOTAL COST OF PROJECT $ 740,836.00	FEDERAL FUNDS $ 238,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ES Hunter
Technical Services Engineer
(Title)
By
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator AN 30 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, January 16, 1978

Federal-aid Project
No. M-1185(1)

E. 17TH AVE. - I-5 INTERCHANGE (EUGENE)
GLENWOOD BOULEVARD
LANE COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. L^2 12+87.27 to Sta. L^2 31+30)

Mobilization	All Required		$ 43,351.00
Temporary Protection and Direction of Traffic	All Required		10,880.00
Temporary Signs	350 sq.ft.	6.00	2,100.00
Temporary Barricades	12 only	125.00	1,500.00
Flagmen	150 hour	20.50	3,075.00
Clearing and Grubbing	All Required		10,000.00
Removal of Structures and Obstructions	All Required		1,000.00
Abandon Manholes	3 only	75.00	225.00
Embankment Foundation Excavation	2,900 cu.yd.	3.56	10,324.00
Embankment in Place	55,300 cu.yd.	3.01	166,453.00
Special Embankment in Place	1,600 cu.yd.	5.51	8,816.00
Trench Excavation	1,450 cu.yd.	3.31	4,799.50
Finishing Roadbed and Slopes	All Required		15,000.00
Watering	340 M-gal.	8.00	2,720.00
Coarse Aggregate Base	15,620 ton	3.83	59,824.60
3/4" - 0 Aggregate Base	2,600 ton	3.83	9,958.00
Class "B" and Class "C" Asphalt Concrete	2,700 ton	14.66	39,582.00
Asphalt-Rubber Chip Seal	560 sq.yd.	9.40	5,264.00
3/4" - 0 Aggregate in Prime Coat	215 ton	10.00	2,150.00
MC-250 Asphalt in Prime Coat	15 ton	150.00	2,250.00
12-inch Culvert Pipe	88 lin.ft.	6.55	576.40
18-inch Culvert Pipe	145 lin.ft.	10.85	1,573.25
24-inch Culvert Pipe	255 lin.ft.	16.13	4,113.15
48-inch Culvert Pipe	648 lin.ft.	50.40	32,659.20
8-inch Sewer Pipe	24 lin.ft.	15.00	360.00
18-inch Sewer Pipe	820 lin.ft.	11.25	9,225.00
Concrete Manholes	4 only	1,200.00	4,800.00
Reconstruct Manholes	1 only	1,200.00	1,200.00
Guard Rail, Type 2A	1,863 lin.ft.	7.67	14,289.21
Guard Rail, Type 3	100 lin.ft.	26.80	2,680.00
Guard Rail Anchors, Type 1	8 only	250.00	2,000.00

Rail End Pieces, Type C	8 only	105.00	$ 840.00
Paved Culvert End Slopes	169 sq.ft.	5.00	845.00
Drainage Curbs	520 lin.ft.	2.58	1,341.60
Loose Riprap, Class 100	27 ton	10.00	270.00
Roadside Seeding and Mulching	5 acre	490.00	2,450.00
			$478,494.91
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required		$ 1,000.00
Temporary Erosion Control (E.W.)	All Required		2,000.00
On-the-Job Trainee (1 at $800)	All Required		800.00
			$ 3,800.00
	Subtotal		$482,294.91
	Engineering		65,109.09
	Total		$547,404.00

Type Code X181
Structure, Br. #16329 (Sta. 22+53.50 to Sta. 23+77.50)

Structure Excavation	105 cu.yd.	15.00	$ 1,575.00
Furnish Pile Driving Equipment	All Required		7,000.00
Furnish HP 10x42 Steel Piling	660 lin.ft.	9.00	5,940.00
Drive Steel Piles	660 lin.ft.	2.50	1,650.00
Structural Concrete, Class 3300 (90 Cu.Yd.)	All Required		17,550.00
Concrete in Retaining Wall	13 cu.yd.	180.00	2,340.00
125'/130' Bulb Tee Prestressed Beams	7 only	13,000.00	91,000.00
Precast Drain Trough	182 lin.ft.	10.00	1,820.00
Reinforcement (13,000 lb.)	All Required		5,850.00
Reinforcement in Retaining Wall	1,400 lb.	0.50	700.00
Structural Steel (3,500 lb.)	All Required		9,000.00
			$144,425.00
Anticipated Items			
Railroad Protective Cost	All Required		$ 26,000.00
	Subtotal		$170,425.00
	Engineering		23,007.00
	Total		$193,432.00

Length of Roadway - - - - -	0.325 Mile
Length of Structure - - - -	0.024 Mile
Total - - - -	0.349 Mile
Cost of Roadway Per Mile- -	$1,684,320.00

Work Retained in Program Status
(Not included in amounts below.)

Permanent Signing	All Required	$ 1,500.00

SUMMARY OF FUNDS (78.20%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$547,404	$173,700	$59,668	$314,036
Structure	193,432	64,300	21,085	108,047
Totals	$740,836	$238,000	$80,753	$422,083

NOTE: $238,000 is all the Federal funds allotted for this project and Lane County must pay the full amount over the $238,000 and the 10.9% State share.

Group 1 - 100%

Contract No. 8666

Prefix: 220-1007

8666

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-XXXX~~ 672-6658 PRO 6

December 19, 1977

Mr. Al Driver
Director of Public Works
Lane County
125 E. 8th Ave.
Eugene, OR 97401

Dear Mr. Driver:

This will acknowledge receipt of check number 65491 dated December 9, 1977, in the amount of $412,200.00. It would appear that the date is in error as the requested amount was not known on that date.

This advance deposit concerns your FAUS E. 17th St.-Pacific Highway Section of Glenwood Blvd. project no. M-1185(1).

This is also to advise that the contract was awarded December 19, 1977. It is my understanding that you were so advised by our Salem office by telephone. ✓

By a copy of this letter I am forwarding your check to Mr. Skoog, Controller, for routine handling.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring ✓
V.E. Skoog
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
PME LGE CCE FAE OM ☐ OFE ☐
DEC 20 1977
TAA
File: PM FA LG OP

8666

bc w/att: Glen Clark-Upon receipt of County's
check, notify Virgil Boyd at 378-6563,
attach a copy of the notification of
advance deposit No. AD 352 and submit
to Finance Branch.

December 19, 1977

Lane County
125 E. 8th Ave.
Eugene, Oregon 97401

ATTN: Al Driver, Director
Dept. of Public Works

Gentlemen:

On December 14, 1977, the lowest of six bidders on the E. 17th Ave.-I-5 Interchange (Eugene) Section FAU 1185 was Wildish Construction Co., P.O. Box 1106, Eugene, OR 97401, which bid is approximately 15% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project the following advance deposit is required from the County prior to awarding the contract:

Bid Items	$622,919.91
Railroad Protective Costs	26,000.00
Permanent Signing	1,500.00
Permanent Pavement Striping	1,000.00
Temporary Erosion Control	2,000.00
On-the-Job Trainees (1)	800.00
4½% Contingencies	29,439.90
SUBTOTAL	$683,659.81
Less Total Federal Funds	-237,900.00
Less State Match	- 33,550.00
	$412,209.81

County Advance Deposit:
$412,209.81 = $412,209.81 or say $412,200.00

Please make your check in the amount of $412,200.00 payable to the Oregon State Highway Division and send it to Mr. Glen Clark, Region 3 Federal Aid Engineer, P.O. Box 1128, Roseburg, OR 97470, prior to Jan. 6, 1978.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

FH:dmc

8666

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-22-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-1185(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80049

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
11-22-77	11-22-77	FAU 1185 City Street

GENERAL LOCATION:
"E. 17th Avenue - I-5 Interchange (Eugene) Glenwood Avenue"

GENERAL DESCRIPTION OF WORK:
Grade, drain, pave and one Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) : R.R. Protective Services $26,000
Permanent Pavement Striping (SF) $1,000
Temp. Erosion Contr. (EW) $2,000
On the Job Training $800.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
XX OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 11-22-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $650,524 Federal funds $238,000.

A signed copy of the Title Sheet is returned herewith.

Swan
12 16

NOTED
F. B. KLABOE

DATE
11-22-77

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8666

lane county

November 21, 1977

Mr. Robert H. Prange
Office of Project Management
Transportation Building
Salem, Oregon 97310

Re: Glenwood Boulevard
Project No. M-1185(1)

Dear Mr. Prange:

This is to confirm our telephone conversation of November 21, 1977 in which I advised you that Lane County will not be obtaining fill material from adjacent properties for the Glenwood Boulevard FAU project. All embankment material will be obtained from within the right of way, with the exception of some import material that will be obtained from contractor furnished sources. ✓

In our opinion, a surface mining permit is not required.

Sincerely,

G Price

George Price
County Engineer

GP/sm

cc: Al Driver

PROJECT MANAGEMENT
PME
LGE
CCE
FAE ☐
OM ☐
OPE ☐
NOV 25 1977
TAA Prange
File: PM LG FA GP

ENGINEERING DIVISION / TRANSPORTATION DEPARTMENT / AL DRIVER, DIR / 1820 ROOSEVELT BLVD / EUGENE, OR 97402 / (503) 688-5231

8666 9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 18, 1977

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project No. M-1185(1)
East 17th Street - Pacific Highway
Greenwood Blvd
Final Negative Declaration

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Attached is a copy of the subject declaration which I have concurred in. The original document has been forwarded directly to Mr. Gary Potter in the Environmental Section.

William H. Kappus
for G. L. Green

Attachment

cc:
C. Laux, Proj. Mgt
G. Potter, Env Section

RECEIVED
STATE HWY ENGR
NOV 22 '77
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
TECHNICAL SERVICES
NOV 22 '77
REFER TO

Info	Inves	R/D				

FINAL NEGATIVE DECLARATION
E. 17th-Pacific Hwy. (I-5)
Glenwood Boulevard
Federal-Aid Urban Project #M-1185-(1)
Lane County, Oregon

LOCATION AND PURPOSE OF PROJECT The location of this project is just east of Interstate Highway No. 5 between the cities of Eugene and Springfield, in Lane County, Oregon. The project vicinity is bounded by the Willamette River on the north and east sides, and by Interstate 5 on the west and south sides.

The proposed project would provide the remaining link in a connection of I-5 at the Glenwood interchange with State Highway 126 (Franklin Boulevard), the main business route between Eugene and Springfield. The total distance between I-5 and Franklin Boulevard on this alignment is approximately 3,100 feet. Of this distance the current project occupies about 1,800 feet, extending from the south end of the existing section of Glenwood Boulevard to the Glenwood interchange.

The purpose of the project is to facilitate the movement of traffic between I-5 and the Glenwood and Springfield areas by providing a more direct alternative to the present circuitous route. The project would eliminate the safety and delay problems experienced at two sets of Southern Pacific railroad tracks by providing a grade-separated crossing over the tracks. It would also increase safety and reduce delay problems currently experienced at the intersection of Henderson Street with Franklin Boulevard. In addition, the project is expected to reduce traffic volumes on the I-5/30th Avenue interchange and on McVay Highway, both areas of increasing traffic congestion. Finally, the facility would serve as access from I-5 to Lane County's solid waste receiving center and other facilities which may develop within the industrially zoned area fronting on Glenwood Boulevard.

The travel corridor to be served by this project is between Springfield and Interstate 5, and primarily that portion of I-5 south of the Glenwood interchange. At the present time, three routes serve this corridor: McVay Highway, Judkins Road/Henderson Street and the Eugene-Springfield Highway. This last route is appreciably less direct, and although it absorbs some of the corridor volume, it is not thought to have a significant bearing on the present proposal.

The present Judkins-Henderson route is inadequate to serve as an arterial for trips between Springfield and I-5. Henderson Street is a substandard road with a paved width of 18-22 feet. Judkins Road is similar to Henderson Street in width and lack of curb and gutter improvements, and because of a steep grade and sharp curve is unsafe for heavy traffic volumes. Immediately north of the Judkins Road intersection, Henderson Street is crossed by two sets of railroad tracks. According to the Southern Pacific Transportation Company, the two sets of tracks together usually carry 30-40 trains per day. Traffic on Judkins Road must also cross a railroad spur leading to a nearby manufacturing plant.

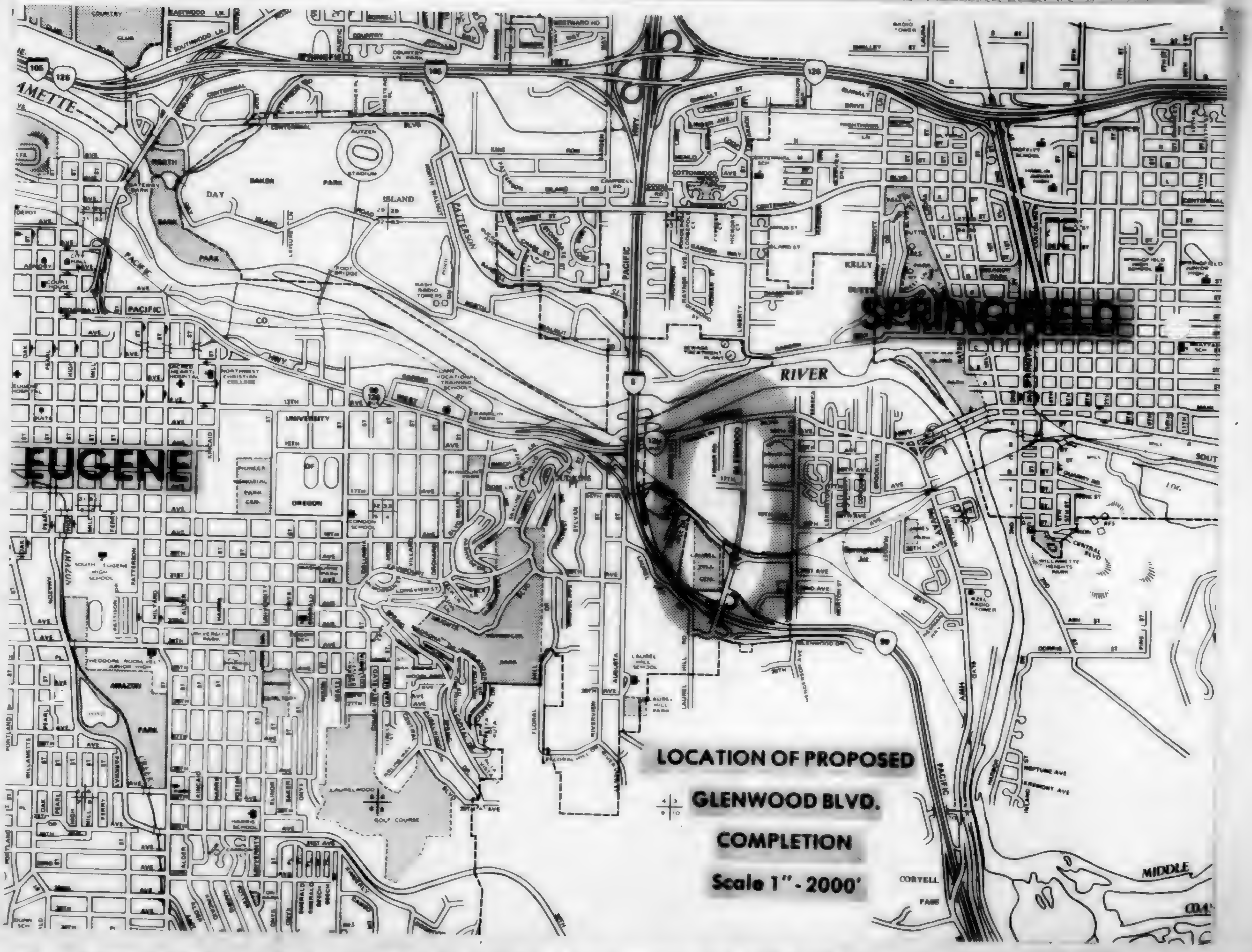
The current main route between Springfield and Interstate 5 south is the McVay Highway. This route proceeds south just west of the Springfield Bridge, crosses over I-5 and continues to 30th Avenue as an I-5 frontage road. McVay Highway has a level of service "C" capacity of approximately 12,000 ADT, with a current traffic volume of 9,000 ADT. Projected traffic for the year 2000 is approximately 20,000 vehicles per day, far in excess of level of service "F" for this road.

The major problem areas on the McVay Highway route occur at the I-5 southbound off-ramp and at the 30th Avenue intersection. Because of the volume of traffic on the McVay overpass of I-5, there are frequent periods when the I-5 exit ramp to McVay Highway experiences queuing extending the full length of the ramp and as much as 500 feet along the shoulder of I-5. During these same heavy traffic periods, serious congestion also occurs on 30th Avenue, which must be crossed by McVay Highway traffic in order to gain access to the I-5 southbound entrance ramp.

The provision of a suitable alternate route between Springfield and this portion of I-5 is expected to provide some relief at these two points during peak travel periods. Travel time studies indicate that for trips from outside the Glenwood area the proposed route would be about 50 seconds longer than the McVay Highway route when there is no significant congestion on the latter. Whenever congestion and queuing occur as described above, appreciable time savings are anticipated on the new route. From Glenwood itself, absolute time savings are expected to occur whether or not there is congestion on McVay Highway or 30th Avenue.

McVay Highway currently has an average daily traffic count of 9,000. At least 4,000 Of these trips can be attributed to the corridor under consideration. Of these, about 10% or 400 vehicles per day are expected to be diverted to the new route. Approximately 900 vehicles per average weekday currently pass between Franklin Boulevard and I-5 using Judkins Road and Henderson Street. All of this traffic is expected to be transferred to the new facility. Traffic moving to and from the Glenwood solid waste receiving center will result in an estimated 700 trips per day over the new portion of Glenwood Boulevard soon after it opens.

In all, approximately 2,000 vehicles per day are expected on Glenwood Boulevard at completion. As projected by the Oregon Department of Transportation for the



LOCATION OF PROPOSED

GLENWOOD BLVD.

COMPLETION

Scale 1" - 2000'

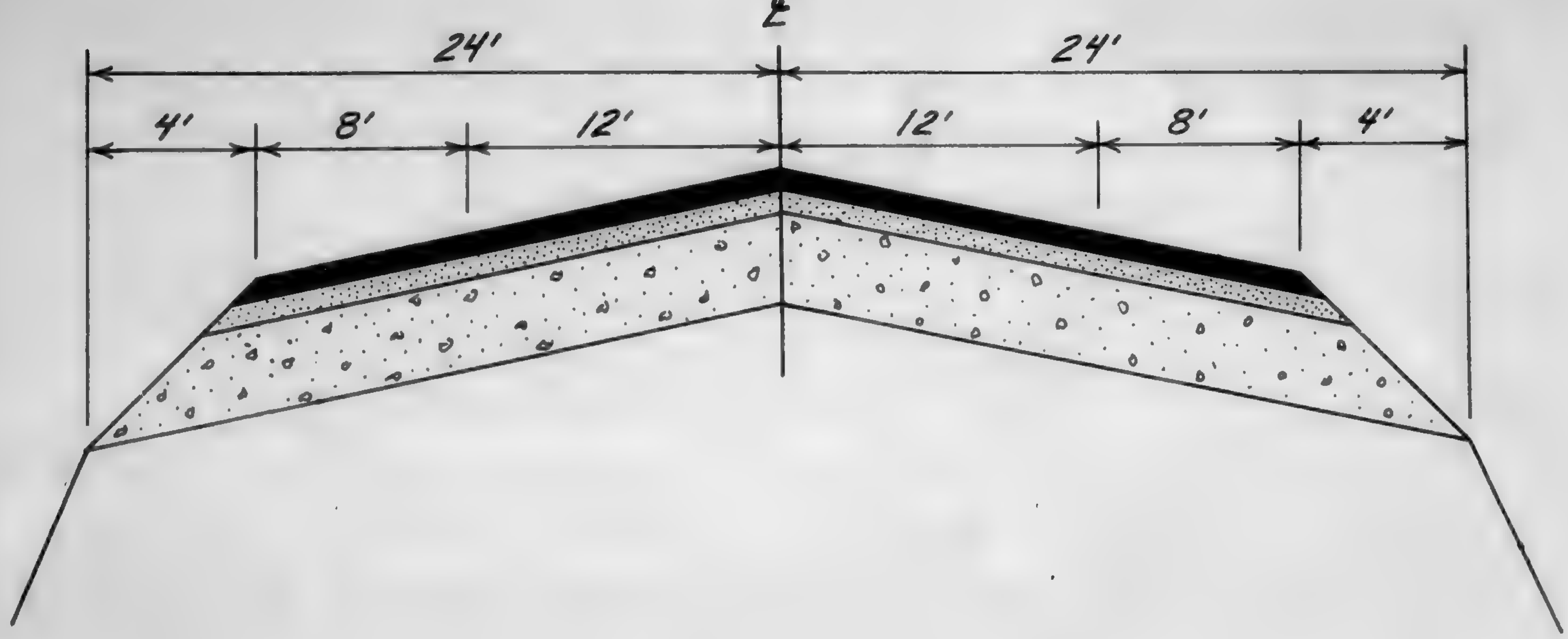
Eugene-Springfield Metropolitan Transportation Plan update, Glenwood Boulevard is expected to carry approximately 3,700 vehicles per day in the year 2000.

The need for the facility has been recognized for a number of years. The project was recommended for implementation in the Eugene-Springfield Area Transportation Study (E-SATS) Interim Report (1967) which has served as the area's interim transportation plan up to the present. It is shown as a designated but no constructed route on this area's Federal Aid Urban System, which is approved by the Federal Highway Administration and dated January 1, 1975. It is included in the Transportation Improvement Program adopted by the Lane Council of Governments, and is listed in Lane County's adopted 5-year Capital Improvements Program. The project has been unanimously endorsed by the Springfield City Council. After a public hearing in February, 1976, the alignment was added to Lane County's Master Road Plan.

Total project right-of-way consists of approximately 5.4 acres. Prior to July, 1976, the total length of Glenwood Boulevard from I-5 to Franklin Boulevard was slated to be developed and constructed utilizing county funds only. Therefore, beginning in November, 1974, about 3.6 acres of right-of-way was purchased by Lane County. Land at the time of purchase was vacant or occupied by a bean field. An additional 1.8 acres of vacant land was granted to Lane County by Dedication of Public Road Easement. However, in July of 1976, at the request of the County, the remaining Glenwood Boulevard improvement was placed on the Federal Aid Urban System and approved for federal funding.

DESCRIPTION OF PROJECT The proposed extension of Glenwood Boulevard south from East 17th Street to the existing I-5 Glenwood interchange freeway access road would consist of two 12-foot travel lanes with 8-foot paved shoulders and an elevated structure to provide a grade-separated crossing of the Southern Pacific Railroad tracks.

Construction is to proceed according to standard construction methods. Phase I would include the alternate closure of the east and west legs of the access road "Y" leading from the Glenwood interchange to Judkins Road. During the closure of each leg, material is to be excavated and the road portions realigned, rocked and paved. Excavated material would be used to form an embankment north of the railroad tracks sufficient for bridge construction. Phase II would include the construction of a bridge approximately 144 feet long over the Southern Pacific Railroad tracks. The completion of remaining excavations and embankments, rocking and paving of the roadway, and other miscellaneous finish work would constitute Phase III. Anticipated construction duration is seven months.



GLENWOOD BLVD.

TYPICAL SECTION

NO SCALE

All embankment material is to be obtained from the existing right-of-way south of Judkins Road and from an abutting privately owned parcel on the east side of the existing right-of-way. An agreement with the property owner has been executed giving authority for this extraction. Crushed rock and asphaltic concrete would be obtained from existing local commercial sources. Specific sources have not as yet been identified as these would be determined by the project contractor who, in the use of these sources, would be required to conform to Standard Specifications for Highway Construction, Section 106.

The bridge structure would consist of concrete beams and concrete cast-in-place deck. It would be approximately 144 feet long and have an outside width of about 43 feet. Minimum vertical clearance above the railroad right-of-way would be maintained.

The intersection of Judkins Road with Glenwood Boulevard would be aligned as shown on the aerial photograph, page 13. This would be an at-grade intersection located south of where the depressed section of Glenwood Boulevard begins.

There will be minimum alteration in traffic patterns during construction, limited to directing vehicles around construction activity required to realign Judkins Road. After the facility is open to traffic, it is expected that virtually all through traffic on Henderson Street and Judkins Road will be diverted to the new route. The expected volume on Glenwood Boulevard after opening is 2,000 ADT. Of this total, approximately 900 trips per day are expected to be diverted from Henderson Street.

EXISTING SETTING (ENVIRONMENT AND LAND USE) The Eugene-Springfield Metropolitan Area lies at the head of western Oregon's Willamette Valley, approximately 100 miles south of Portland. This metropolitan area currently has a population of about 169,000 persons and a projected year 2000 population of 269,000. It covers a land area of approximately 100 square miles.

The Willamette River bisects the metropolitan area from southeast to northwest, separating north Eugene and Springfield from the rest of Eugene and the River Road area. Interstate Highway 5 runs in a north-south direction and crosses the Willamette River between Eugene and Springfield. This point of intersection in the center of the metropolitan area is approximately one-half mile northwest of the project area.

These two features form a virtual pocket within which the largely unincorporated Glenwood area is enclosed. The Willamette River forms the limits of Glenwood on the east and north sides, while Interstate 5 generally encloses the west and south sides. In addition to the river on the north, there is the more immediate presence of Highway 126 with its frontage strip of commercial and industrial land uses. The portion of I-5 on the west side is elevated, and distant traffic provides a fairly constant low-level background noise. With the Willamette River approximately 0.8 mile to the east of the project site, the immediate project area[*] is actually demarcated by Henderson Street on the east side.

Natural conditions. The majority of the area is an almost flat plain, with a very gradual negative slope toward the northwest. At one time the area was within a flood plain, but because of river control projects and development of the surrounding area, floods no longer occur. Within the project area on the south side, a bluff rises to a height of more than 60 feet above the plain. Along the edge of this bluff runs Judkins Road, which connects the I-5/Glenwood interchange with Henderson Street.

Immediately below the bluff is a swampy slough roughly 50 feet in width. The slough begins within Southern Pacific Railroad property approximately 3,200 feet southeast of its intersection with the project and proceeds parallel to the railroad tracks, emptying into the Willamette River approximately 2,600 feet northwest of the project. The channel east of the project right-of-way has been previously culverted and fill material has been dumped throughout the area to prepare for private development. The function of the slough is to drain water off the hillside and railroad bed to the south. It will handle surface runoff from the proposed project as well.

Soils of the area include Chehalis silty clay loam on the lower level, and a Dixonville, Philomath, Hazelair complex on the upper level. The Chehalis soils are Class I agricultural soils with five-foot or greater depth. The Dixonville, Philomath and Hazelair soils are Class IV and V non-prime agricultural soils which are subject to erosion.

Natural vegetation of the area consists of a mixed growth of evergreen trees (primarily Douglas fir), vine maples and blackberry thickets along the brow and the face of the bluff. A fringe of shrubby vegetation exists along the slough. Otherwise, the project area is dominated by natural grasses and weeds. Because of agricultural, road construction, and pre-development activities, very little in the way of a natural landscape exists except the face of the bluff itself.

Paleontological resources known as the Eugene Formation are to be found in the area. These include both botanical and marine fauna remains deposited thirty to fifty million years ago from late Eocene to late Oligocene times. Several of these sites have been exposed in road cuts and railroad cuts in the past, but because of the nature of the material in which they occur, weathering quickly destroys the exposed remains.

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[*] The immediate project area is defined as that area within 1,000 feet of any part of the proposed project, or an area of approximately 170 acres.

Land use. As previously mentioned, a main line of the Southern Pacific Railroad bisects the site, entering from Eugene under I-5 and splitting at Henderson Street. One line proceeds northeast to Springfield, and the other goes south along the west bank of the Willamette River. Approximately 30 to 40 trains per day use the rail lines through the area.

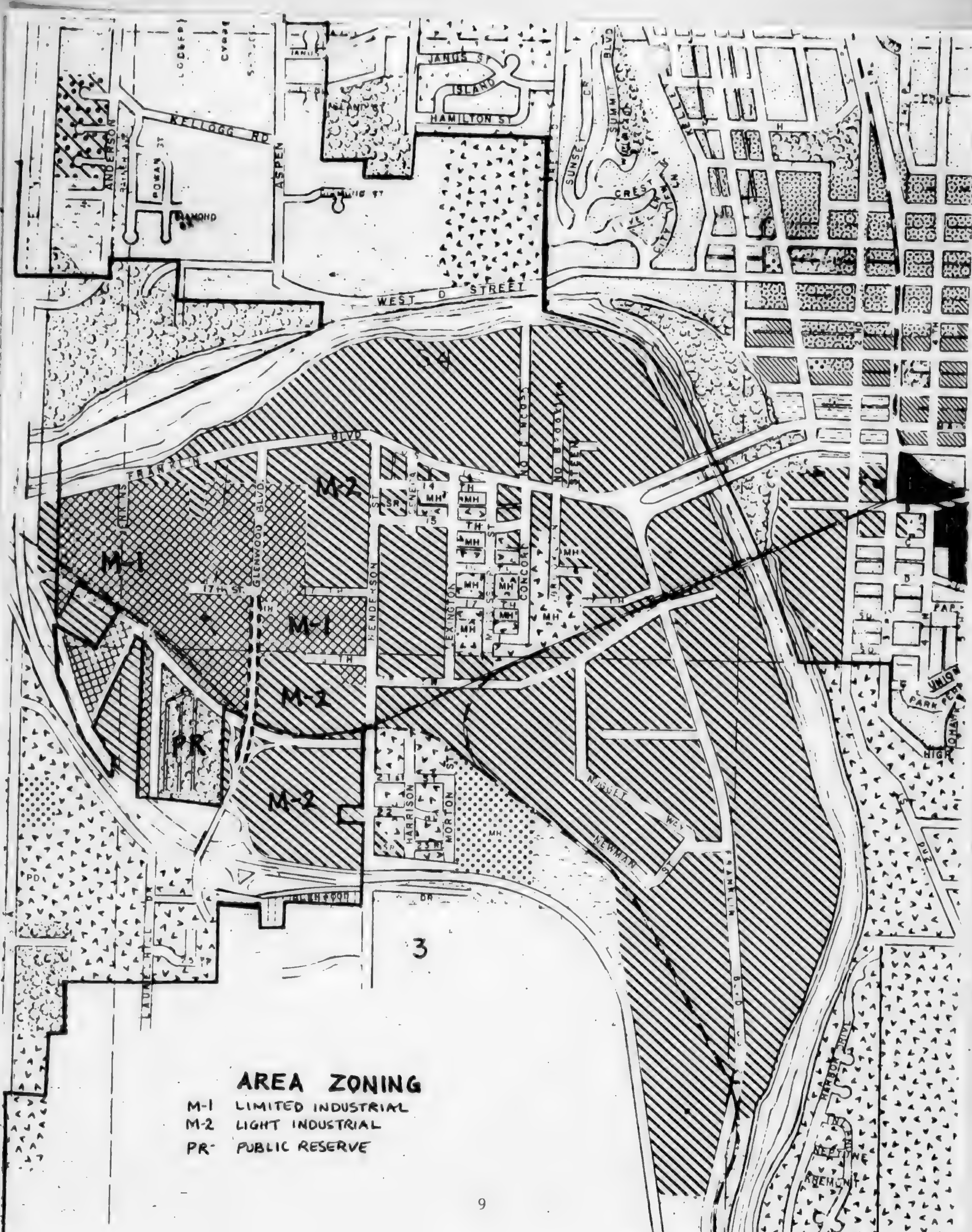
Within the western portion of the subject area Lane County operates a solid waste receiving facility for Eugene-Springfield and environs. This large, modern, fully enclosed facility processes solid waste for redistribution to a landfill site. Planned adjuncts to this plant include one or more privately operated materials recycling stations. Present access to the receiving station is via the existing north section of Glenwood Boulevard and 17th Street.

A total of 18 residential structures exist within the immediate project area. These are at a distance of approximately one-quarter mile from the central receiving facility and on the opposite side of Glenwood Boulevard in a nine-acre block between 17th Street and 19th Street. They are older structures of low assessed valuation, which generally testify to their transitional character in an industrially zoned area. The two closest residences to the proposed project are located 350 feet and 450 feet from the road centerline. Other houses in the area are farther away and are shielded from the project.

The remainder of the land in the area below the bluff is unimproved, having been used in former years for orchard, grazing, and small scale farming, but is now predominantly idle.

To the south, above the bluff, elevations drop to the east with an overall slope of about 14 percent. Cutting northward across the slope and connecting the Glenwood interchange with Judkins Road is the connector road which will serve the south end of the proposed project.

Besides the aforementioned roads, development of this southerly area includes a Farwest Steel fabrication plant and rail spur at the southwest corner of Henderson Street and Judkins Road. To the west, on the opposite side of the proposed project, is the Laurel Hill Cemetery. The cemetery property is separated from the interchange connector to Judkins Road by a row of trees and brush along the east property line. In addition, there is an approximate 15-foot drop in elevation


JANUS ST
ISLAND
HAMILTON ST
KELLOGG RD
ANDERSON
ASPEN
SUNSET
SUMMIT BLVD
CREST
WEST D STREET
FRANKLIN BLVD
M-2
M-1
M-1
M-2
M-2
PR
GLENWOOD BLVD.
17th ST.
HENDERSON
LEXINGTON
CONCORD
MH
TH
HARRISON
MORTON
NUGGET WAY
NEWMAN
UNION
PARK
HIGH
NEPTUNE
FREMONT
3

AREA ZONING

M-1 LIMITED INDUSTRIAL
M-2 LIGHT INDUSTRIAL
PR- PUBLIC RESERVE

from the cemetery to the road, creating both a visual and noise break.

The Laurel Hill Cemetery was donated to the community by Thomas Hale Judkins some time before his death in 1878. With approximately 950 graves, the cemetery contains current burials as well as burials from the last century. It has the distinction of having the town fathers buried there: Charnel Mulligan, founder of Eugene City, and Elias Briggs, who named Springfield.

Urban services. Urban services available to the area include all basic conventional services with the exception of sanitary sewers. The area is now under progressive annexation to the City of Eugene, subsequent to which it is expected that sewer service will be provided.

Planning and zoning. Current land use zoning, shown on page 9, is generally mixed between Limited Industrial (M-1) and Light Industrial (M-2) Districts.

Planned land use for the area is reflected in the adopted 1990 General Plan for the Eugene-Springfield Metropolitan Area. The plan shows the area generally east of Henderson Street and north and east to the Willamette River as industrial (major centers for manufacturing, warehousing and wholesaling).

The remainder of the area, between I-5 and Franklin Boulevard is shown as an "Opportunity Area": "Land areas of existing unique characteristics suitable for large scale development or redevelopment." Comments from the 1990 Plan relating specifically to the Glenwood area are:

> (p. 36) "West Glenwood is a prime location for regional commercial distribution activities. It is also suitable for commercial functions that are auto-oriented."

> (p. 37) "The Glenwood area's location midway between Eugene and Springfield with freeway and rail access, make it ideal for numerous activities. There is, however, a lack of needed public utilities and services that must be considered prior to development for other uses or redevelopment for residential use."

DISCUSSION OF ENVIRONMENTAL IMPACTS

To be discussed in this section are the anticipated effects of the proposed project on land use, traffic patterns, air quality, noise, flora and fauna, surface drainage, archaeological and paleontological resources, and views and scenic resources.

Land use. The direct impacts of the County right-of-way and the future facility itself are considered very minimal. Most of the land within the right-of-way is former field crop land no longer in use. There are no developed uses or improvements to be disrupted. The Southern Pacific Railroad tracks are considered an improvement, but these will be cleared by the bridge. An easement has been applied for and a bridge would be built to cross the railroad tracks. The only potential direct effect outside the existing right-of-way may occur south of Judkins Road and immediately adjacent to the project's right-of-way line. Here Lane County has an agreement with the landowner for the possible extraction of up to 40,000 cubic yards of fill material for the project's embankments. According to this agreement, if this material is extracted, the land is to be graded and left in the same condition as the developed adjacent property which is the site of the Farwest Steel Plant. Specifically, according to the agreement, uniform slopes shall be left sufficeint to maintain stable soil, and natural drainage shall not be impaired. An existing screen of cottonwood trees is also to be preserved. The results of this use are expected to benefit Lane County, the property owner, and the public. The County will have an immediately available source of fill material which would require less hauling over public roads, and the property owner would have his land in a more suitable condition for future development.

Additional direct impacts will be avoided as ownership parcels are not being split in such a way as to make them unusable. Since there are no developed activities, the roadway will not interrupt or act as a barrier to activities located on either side.

Indirect land use impacts are those generated or induced by the presence of new or easier access. In this case, the new roadway is expected to accelerate development of the immediate area. This development will most likely include limited industrial, commercial, and warehousing activities. A total of 65 acres is considered to be the total land area potentially affected. Forty-four acres are presently undeveloped, and twenty-one acres are occupied by house lots and an outdoor movie theatre. Included in this total are areas already committed to recycling of waste materials and areas which may have access to the northern portion of Glenwood Boulevard which is already in existence.

The new facility may also stimulate development around the Glenwood interchange. Land on the east side of the freeway connector and south of Judkins Road is most likely to develop with a third use in addition to the existing Farwest Steel and the Pape' Caterpillar Tractor operations. The northwest quadrant is already occupied by the Laurel Hill Cemetery, and the southeast quadrant is occupied by a motel. The remaining (southwest) quadrant is vacant, but is hilly and is the most remote from the proposed facility. It is most likely that enterprises would be attracted to the more accessible, more easily developed and more suitably zoned areas along Glenwood Boulevard for a long time to come rather than locate in this area.

The accelerated development expected to be produced by the proposed project is consistent with existing locally and regionally adopted policies, land use, transportation and other plans, existing zoning, and land use trends in the area. Area policies call for an in-filling of urban development and the avoidance of urban sprawl. The subject area is centrally located, suitably zoned, and available.

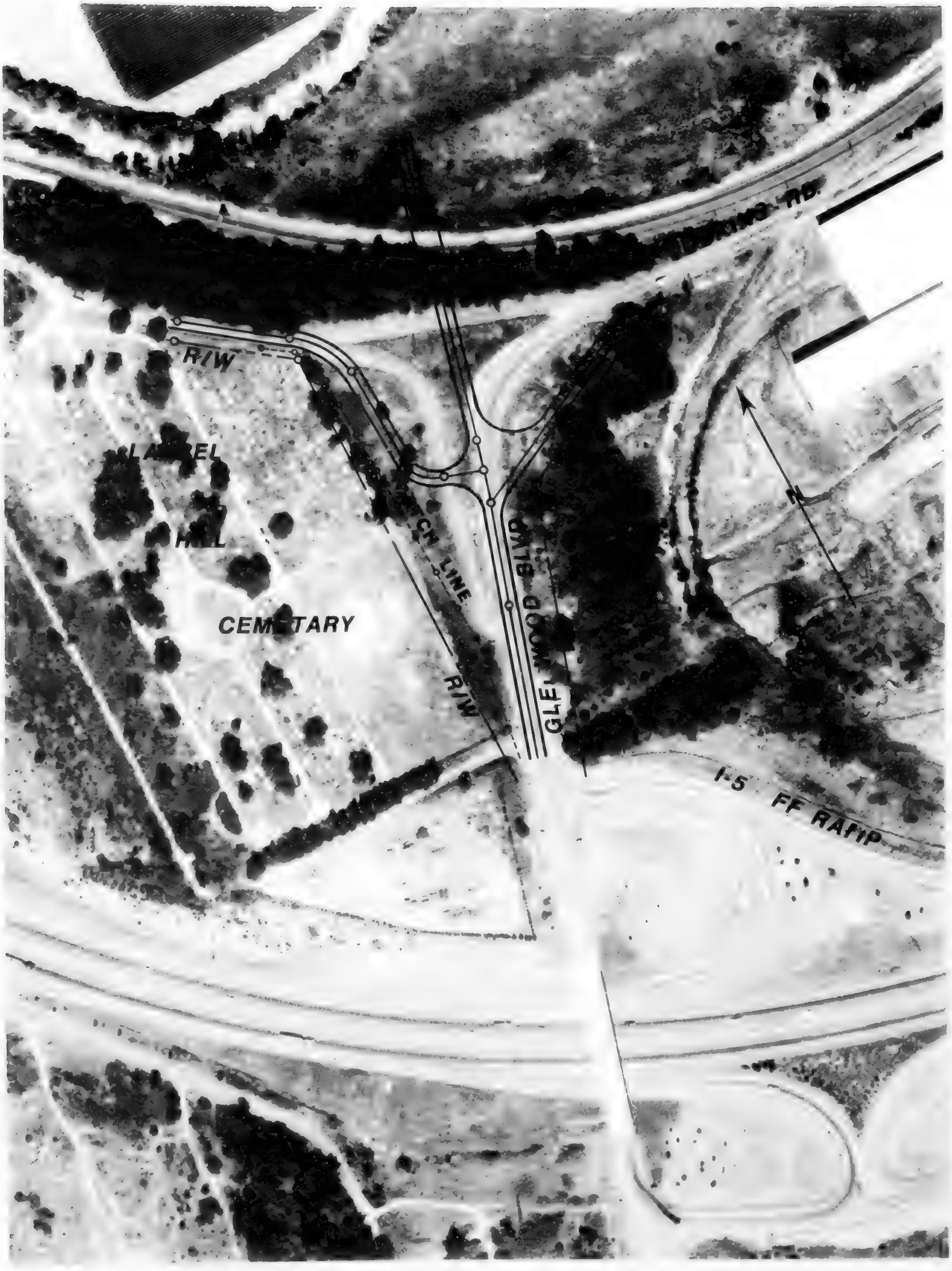
As previously stated, in addition to the land presently vacant, there are some properties with residential uses in an industrially zoned area. The proposed project will cause these uses to undergo an accelerated process of conversion to uses of a more consistent nature. Indications that the residential uses within the nine-acre block between 17th and 19th Streets are already undergoing this transition include age, high renter occupancy, poor maintenance, unimproved access, and low assessed valuation.

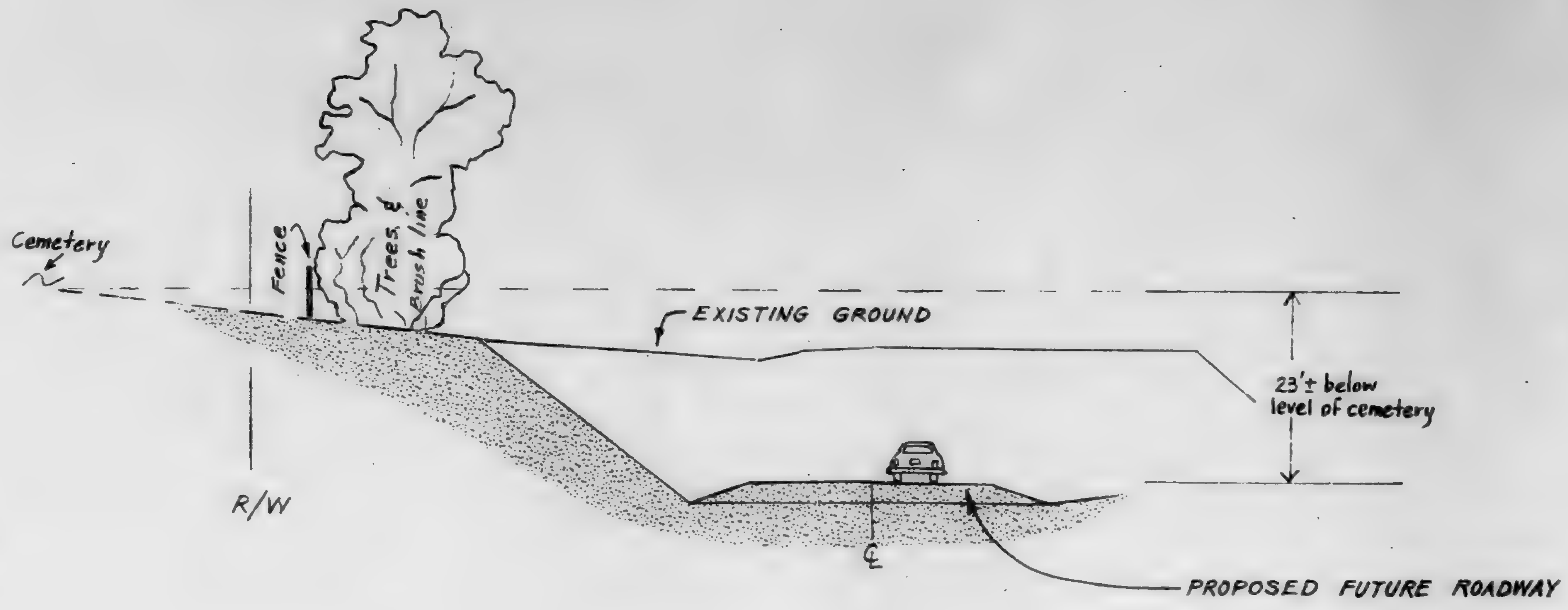
The location of the County's solid waste facility has prompted annexation of a part of the area to the City of Eugene. More of the land within this area is expected to follow and with it is expected to come an improved level of urban services. The access provided by Glenwood Boulevard is part of the total land use development of this basin area.

At the extreme south end of the project, the Laurel Hill Cemetery would be potentially affected by a change in the alignment of the Judkins west access road. This relationship is shown by the aerial photograph on the following page. The existing road varies in distance from 50 feet to 140 feet from the cemetery property line. The new road would result in a more nearly parallel alignment approximately 75 feet distant. Traffic along this road, which has a current ADT of about 300, is not expected to increase after project implementation at a rate faster than it would with the existing road.

By way of protection of the cemtery's privacy, an existing row of trees and brush, generally west of what is shown as the "catch line" on the aerial photo, will be preserved. In addition, there is a sharp drop in elevation between the cemetery and the roadway which completely shields the view of each area from the other. This is shown by the cross-section which follows. The future roadway is to be approximately 20 feet to 23 feet lower in elevation than the near edge of the cemetery for that portion of the roadway which parallels the cemetery property.

The effect of the acceleration of commercial and industrial development of the area on the local economy is expected to be a positive one. Additional jobs

RD.
R/W
LAUREL
HILL
CEMETARY
BRANCH LINE
R/W
GLENWOOD BLVD
N
I-5 FF RAMP



GLENWOOD BOULEVARD – W. ACCESS ROAD to JUDKINS ROAD: CROSS SECTION

Vertical Scale 1" = 20'
Horizontal Scale 1" = 20'

will be provided for Lane County's unemployed. Being centrally located with direct arterial access from both Eugene and Springfield, it should have good access to labor markets as well as efficient and economical channels for the receipt of raw materials and the distribution of goods and services.

Traffic patterns. During construction, equipment and materials will be hauled to the site via Franklin Boulevard and I-5. The effect of this additional truck traffic on the total volume of these roads is considered negligible. A certain amount of construction traffic will probably be required to use Judkins Road and Henderson Street. This route will also be used for hauling fill material from the excavation area south of Judkins Road to the embankment location north of the railroad tracks unless a crossing of the tracks can be made at the west end of Judkins Road. If this crossing cannot be made, there will be a short term impact on uses fronting on Henderson Street. These include a mobile home park on the east side and several houses along the west side. Impacts will be in the form of noise, dust, and added traffic. A preliminary estimate of 30 days may be required for this hauling, but no accurate estimate can be made of the number of trips or the duration of this work as the amount of additional fill material needed is still unknown. It can be said, however, that if it is feasible, this route would be avoided and that material would be hauled in via central receiving station property from the west.

After project completion, an estimated 900+ trips per day would be removed from Henderson Street and Judkins Road. While reducing this traffic to about two-thirds of the present, traffic on Franklin Boulevard between Henderson Street and Glenwood Boulevard would naturally increase somewhat. An estimated 400 trips per day are expected to be transferred from McVay Highway, thus somewhat alleviating the pressure on that facility. In addition, McVay Highway and Franklin Boulevard are currently used by commercial garbage haulers and individuals hauling refuse to the solid waste facility via I-5 from the south. These vehicles would have direct access via I-5 and Glenwood Boulevard. Similarly, the large transfer vehicles hauling accumulated refuse from the processing station to the landfill south on I-5 will no longer have to use the Franklin-McVay route. Total number of trips related to the solid waste transfer facility will soon include approximately 1,800 ADT from individual residential users, 60 ADT from commercial haulers, and 20 ADT from transfer vehicles to the landfill site. It is expected that about 50% to 60% of total residential users and commercial haulers will take access via Franklin Boulevard from Eugene or Springfield. The remainder, plus all the landfill transfer vehicles, will use the new facility. The majority of this latter group will originate from the north, and because of the Glenwood Boulevard access they will be able to use I-5 rather than other arterials more congested with local traffic.

Although the project would have local effects, the regional effects of the project on travel patterns is expected to be negligible. Because of the opening of the new solid waste facility and the closure of the former facility located west of Eugene, there will be a shift in these trips, but this effect is not related directly to Glenwood Boulevard itself. As other employment opportunities are developed in this area, additional work trips will be generated. Because of the central location of the site, metropolitan-wide cross-commute trips will not result as they would if the employment location were situated at the edge or outside the metropolitan area.

Air quality. The proposed facility has been evaluated for air quality impacts by the Lane Regional Air Pollution Authority (L-RAPA). The information base used for their analysis included estimated traffic of 2,000 vehicles per day in 1977, and 3,700 vehicles per day in the year 2000; traffic composition included approximately 12% trucks in the year 2000; maximum grade of 5.8% for approximately 1,300 feet; and existing land uses including residential receptors as close as 350 feet and 450 feet to the facility. In addition, they assumed that the facility would remove approximately 900 vehicles per day from close proximity to residential uses along Henderson Avenue.

L-RAPA found that:

(1) "Due to the low projected traffic volumes, no indirect source permit will be required.

(2) "Although the area of concern is part of the Air Quality Maintenance Area, this designation was for total suspended particulates only, and this proposed construction should not contribute significantly to the problem.

(3) "The existing air quality for vehicular emissions is good and the low volumes of projected traffic should not generate any air quality problems."

Traffic diverted from other facilities will result in slightly lower air pollution levels due to reduction in vehicle miles traveled and better continuity of the traffic stream. On the other hand, this decrease will be offset by an expected increase in locally generated traffic.

Noise. Construction of the proposed facility will result in a new noise source in the area. An estimated 1,100 vehicle trips which are currently loading on other routes outside the area will be using the facility in 1977. On the other hand, approximately 900 vehicle trips which now use Henderson Street as a through route are expected to be transferred over to the new facility. The transfer of this traffic will result in a noise reduction on Henderson Street, along which are located a number of residences.

Noise-sensitive receptors along the new route are limited to one dwelling approximately 350 feet from the facility and another approximately 500 feet from it. There are no other noise-sensitive receptors in the area which have direct exposure.

A noise analysis was performed in the project area in accordance with Federal guidelines. Existing noise levels were measured and future noise levels were predicted using accepted computer models. Most of the land in the project area is undeveloped, but is zoned for light industrial use. There are therefore very few possible critical receptors both now and in the future.

Present noise levels emitted along the existing portions of Glenwood Boulevard are at most L_{10} 68 dBA 50 feet from the roadway. The L_{10} level will increase to 72 dBA by the year 2000. Maximum levels after construction of the project would be L_{10} 70 dBA 50 feet from the roadway, increasing to 78 dBA by the year 2000. The cemetery would experience lower levels since it would be protected by a road cut.

The nearest residence to Glenwood Boulevard is 350 feet away. It presently experiences noise levels of L_{10} 56 dBA. This would increase the L_{10} 60 dBA by the year 2000. If the project were constructed, the house would experience levels of L_{10} 58 dBA increasing to L_{10} 62 dBA by the year 2000. Such noise levels and future noise level increases would not significantly impact the residence. No mitigation would therefore be required.

The cemetery at the south end of the project presently experiences sound levels of L_{10} 67 dBA. This would increase to a maximum of L_{10} 71 dBA by the year 2000. With construction of the project, the sound levels at the cemetery would not change appreciably since the cemetery would be protected by a road cut.

Since the sound levels at the cemetery are currently below the FHWA L_{10} 70 dBA guidelines and would remain so for 20 years without a significant increase, the noise impact on the cemetery from Glenwood Boulevard is not considered significant. Mitigation measures will therefore not be required at the cemetery.

Flora and fauna. Land within and surrounding the project right-of-way has been significantly altered from its natural state by construction and land development activites over a number of years. A majority of the land has been occupied by small-scale agricultural uses, but because of land values for industrial use and the small lot sizes, agriculture has existed only on an interim basis, and within the last couple of years has become quite marginal.

The existing slough has characteristics most suited to aquatic fur bearers and riparian birds and song birds. Water capability is limited to mallards and wood ducks with occasional use by pintail or teal. The area within the proposed right-of-way will be eliminated from this habitat. In addition, a few of a large number of Maples and Douglas Firs along the bluff would be removed.

The slough has been previously culverted to within 500 feet east of the project right-of-way. Three 48 inch culvert pipes would be installed to contain the slough underneath the proposed road fill. A permit from the Division of State Lands has been issued to the county for this work.

Since there would be a direct wetlands loss as a result of this project, "replacement in Kind" to preserve the resource will be considered. Replacement of a like area of wetlands may be accomplished by creating a new wetland area, expanding an existing wetland, or committing an existing wetland area to wildlife use, possibly through the Willamette River Greenway program.

Surface drainage. Surface runoff is not a problem within the lowland portion of the project area. Slopes are very slight, and soils are deep and permeable. The major drainage impact comes from the slopes south of the railroad, and the railroad bed itself. Excess runoff from these areas drains into the slough.

The proposed project will affect drainage because of runoff from both sides north to the slough. Slopes in the road cut in the area of Judkins Road will likewise be stabilized. It is estimated that the excess runoff channeled to the slough will increase the total average volume of water in the slough by only a very slight amount. Considering the relative quality of water in the slough, the project will have no appreciable effect. During wettest periods of the year when there is an actual flow of water, sediment or other possible infiltration will settle out within the half-mile before reaching the Willamette River.

Historic resources. The Oregon State Historic Preservation Office was contacted to determine if any properties which are listed, nominated, or eligible for the National Register of Historic Places or the Statewide Inventory of Historic Sites and Buildings are located in the Glenwood Boulevard project area. A field survey of the area revealed no structures or sites of local historic interest or significance.

The only area of historic interest is the Laurel Hill Cemetery, which was donated to the community by Thomas Hale Judkins prior to his death in 1878. The cemetery contains current burials as well as burials from the latter years of the 19th century, including Charnel Mulligan, and Elias Briggs, who named Springfield.

The Glenwood Boulevard project will not affect any properties which are listed or have the potential for inclusion in the National Register or the Statewide Inventory, since no such properties are in the area. No portion of the Laurel Hill Cemetery property would be required for the project.

Archeological Resources. An archeological reconnaissance survey conducted in October of 1976 revealed no archeological sites or surface materials. (See letter from the State Historic Preservation Office.) The Oregon State Historic Preservation Office was informed of the survey. If any artifacts are found during project construction, the Museum of Natural History will be notified and proper salvage and/or other mitigation measures will be performed before construction proceeds. (Section 105.13, Standard Specifications for Highway Construction, Oregon Transportation Commission, 1974.) If fossil bones, petrified wood or shale or chalk-like deposits containing plant remains are exposed during excavations, they should be collected and sent to the Museum of Natural History, University of Oregon, for identification and recording. Information about where they were found and a description of the deposit will be included. If there are concentrations of fossilized bones (e.g., ten bones per cubic foot of deposit, or several large bones) construction at the site of discovery will be halted and personnel at the Museum will be contacted.

Views and scenic resources. The alignment and location of the proposed facility and the nature of the topography of the area are such that Glenwood Boulevard will be visible from only a few locations. The facility will not be visible from Franklin Boulevard unless the observer is almost perpendicular to it. Northbound travelers on I-5 would be able to see it for a short time as they pass by the Glenwood interchange and again as they cross the railroad/Franklin Boulevard overpass, although by this time the project is somewhat behind them.

Lands in the immediate vicinity are either vacant or are screened by vegetation or topographical features. The Laurel Hill Cemetery has the advantage of both screening (a row of trees and dense brush) and a break in the land, creating a drop of more than 15 feet between the trees and the road surface. Properties on the east side of Glenwood Boulevard and south of Judkins Road will only observe that portion of the facility south of the railroad overpass, due to topography and the row of trees along Judkins Road. North of Judkins Road most of the facility will be noticeable to visitors to the solid waste receiving facility, which is the only land use on the west side of the road. On the east, the project could be partially viewed from the side of one residence nearly 400 feet away. The overpass would be out of view to the south. Other residences along Henderson Avenue would not be able to see the facility.

In summary, the project is expected to have a small visual impact on the area, being most visible to those land uses which are least adversely affected by its presence.

ALTERNATIVES TO THE PROPOSAL

The first alternative explored was not building this project but continuing on the existing road network. The immediate impact would have been a continuation of present traffic growth on Henderson Street, augmented by additional traffic from the recently opened solid waste receiving facility. Franklin Boulevard and McVay Highway would continue to be burdened by heavy traffic loads which would be made worse by trucking connected with the solid waste facility. Within the next ten years some kind of relief measures would become critically needed. Additionally, all traffic continuing to use Henderson Avenue and Judkins Road would still have the hazard and delay of crossing two sets of heavily used railroad tracks.

A second alternative would be to upgrade Henderson Street. Widening and improving the roadway would provide better traveling conditions, but at a cost to the residential uses along the road. An expansion of this alternative would be to eliminate the at-grade railroad crossings by combining Henderson Street improvement with a railroad overpass on that alignment. A structure at that location would be more expensive because of not utilizing the natural topographic advantages present at the proposed site. The project would also remain less direct, requiring an "S" curve in order to meet the Glenwood interchange. Again, this alternative would have greater adverse impact on residential uses through a closer proximity to heavy traffic on Henderson Street, and on industrial uses along the south end of Henderson Street because of the right-of-way requirements on developed and partially developed industrial land. On the other hand, it would leave a vacant land area undivided.

Overall, it is concluded that the alignment as proposed would provide greater benefits than either the "do-nothing" alternative or other positive actions available, without creating significantly adverse environmental impacts. Therefore, this alignment has been selected for further project development.

REFERRAL AND PUBLIC COMMENT This project proposal has been reviewed by the Lane Council of Governments and other local jurisdictions as part of the Transportation Improvements Program process. The draft negative declaration was made available to the public on May 19, 1977. No public hearing was required for this project.

SUMMARY The proposed Glenwood Boulevard connector would reduce hazard, delay and access problems for traffic between Interstate Highway 5 and the Glenwood and Springfield areas and the Lane County solid waste transfer station. Its presence would reduce traffic on the residentially fronted Henderson Street and the already busy Franklin Boulevard and McVay Highway.

Its beneficial impact would be to promote the commercial and industrial development of a primarily vacant tract of land which has been zoned for industrial use for over 20 years, and has recently been undergoing a conversion toward that end. There will be temporary effects from the project during construction phase in the form of increased noise, dust and the presence of construction vehicles, but with the possible exception of some construction traffic on Henderson Street, the effects will occur at a distance from any habited location. The primary long-term effect on traffic patterns will be a reduction of traffic on Henderson Street.

Air quality and noise analyses indicate that the amount of traffic on the new facility will have negligible impact on air quality and noise levels in the area. The area is not a unique or unusual habitat for any plant or animal species. Paleontological remains may be found, in anticipation of which a professional paleontologist is available for evaluation and retrieval during the excavation.

BASIS FOR A NEGATIVE DECLARATION This project constitutes a Category 3 major action as defined in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2. It is the conclusion of this study that the implementation of the proposed facility will not have a significant adverse impact upon the quality of the human environmental of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

J H Westey for — 11-1-77
Technical Services Engineer — Date

G H Green — 11-17-77
FHWA Division Administrator — Date

8666

Eugene

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11/17/77

Donald L.

12-14-77 Bid Letting ______________ All Clear Deadline

SECTION E. 17th AVE.-I-5 INTCHG. (EUGENE)
Highway FAU 1185 Glenwood Blvd.
County Lane Region 3
Type of Work G, P, Str. Funds ______
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☐	☒	☐	☐	☒	
Project Assessment	☐	☒	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☐	☒	☐	☐	☒	Co. obtained Permit
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☒	

8666

Eugene

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 17, 1977

J H Versteeg

FROM: J. H. Versteeg
Head of Engineering

TO: MEMO TO THE FILES

SUBJECT: E. 17th Ave.-I-5 Interchange (Eugene)
(Glenwood Blvd.)
FAU 1185
Lane County

A meeting was held in my office at 8:00 am on November 17 to discuss the status of the Lane County FAU Project. The railroad permit for the construction of the structure is not clear. Jim Chidsey does have a firm commitment from the railroad that this will be clear by the proposed bid opening date of December 14.

The A-95 process has not been cleared according to Joe Gaither but a clearance is expected momentarily.

The Negative Declaration is over to the FHWA. Approval has not been received but is expected.

There was $238,000 of federal funds set up for this project. Our current cost estimate indicates $508,000 of federal funds will be required. If the Lane County LCOG does not approve the additional allotment of federal funds, Lane County will have to come up with approximately $350,000 to fund the project.

I advised Bud Shirley of the problems that we had identified with the FAU project and told him our deadline for releasing this project was 11-21-77.

After further discussion with E. S. Hunter it was decided not to advertise the project because it was very unlikely that all the permits, clearances, agreements, etc., could be obtained to clear the project.

I called Mr. Al Driver and Mr. George Price's office in Eugene. Neither were available so I advised their Administrative Assistant that the project would not be advertised for a December 14 bid opening. I will contact Al Driver or George Price, Lane County, and discuss with them the reasons for not advertising this project.

REFERRED TO
Beard ____ Dorn ____
Cole ____ 1 Sample ____
2 Eriksen J.E. ____ Watson ____
Hager ____ Lou ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

JHV:jh
cc: E. S. Hunter
Alfred Shirley
Jim Chidsey
D. E. Swan
Jack Sullivan

____ Versteeg ____
1 Christensen ____
____ George ____
____ Olson ____
____ Terpin ____
____ Sullivan ____
____ Scott ____
____ Savege ____

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NOV 17 1977
ENGINEERING
SECTION

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Action ____
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F666

Section E. 17th Ave. - I-5 Enterch. (Eugene) Programming Estimate $ 652 000 Rev

Highway FAUS 1185 (Glenwood Blvd.) Project Length 0.36 mile

County Lane Completion Time ~~October 31, 1977~~ 11/14/77

Kind of Work Grading, Paving & Structure

Prefix 7893-12 FA Project No. M-1185 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP Date: 11/14/77

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lane Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lane Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number 3
District Number ____

ATTENTION: Glen Clark

FROM: Local Programs.

Please inform the county.
We need verification that the hearing on this project has been satisfied
Proposed bid date 12/14/77

(PUC?) waiting

Form 81-731-0022 (7/77)

Contract Amount	$ 543,349.25
	26,000
	1,500
	1,000
	2,000
	800
	$ 31,300
	$ 574,649.25
Contingencies (4-1/2%)	25,859.22
Engineering (9 %)	51,718.43
SUBTOTAL	$
Credit for ____	
Estimated Net Authorization, Construction	$ 652,226.90

APPROVED

Al Driver said [illegible] ok

____
Road Design Engineer

Section E. 17th Ave. - I-5 Interch. (Eugene) Program ng Estimate $

Highway FAUS 1185 (Glenwood Blvd.) Project Length 0.36 mile

County Lane Completion Time October 31, 1977

Kind of Work Grading, Paving & Structure

Prefix 7893-12 FA Project No. M-1185 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 543,349.25
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs	26,000	
Other Railroad Costs		
Permanent Signing	1500	
Permanent Pavement Striping	1000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	2,000	
State Furnished		
Install Water Meter		$ 31,300
Furnish Water		
Laboratory Fees		
On the Job Trainees (1)	800	
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 574,649.25
Contingencies (4-1/2%)		25,859.22
Engineering (9 %)		51,718.43
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 652,226.90

APPROVED

Road Design Engineer

(17-22)

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date 10-28-77

Section E 17th Ave - I-5 Interch. (Eugene)
County Lane
Kind Of Work Grading, Paving & Structure
Length 0.36 mi
Name Galloway
11-8-77 G

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (8%)		Lump Sum	All		40,000
2	Temporary Protection And Direction Of Traffic		Lump Sum	All	—	2,500
3	Temporary Signs		Sq. Ft.	350	6.50	2,275
4	Temporary Barricades		Each	12	100.—	1,200
5	Flagmen		Hour	150	18.00	2,700
	ROADWORK					
6	Clearing And Grubbing		Lump Sum	All	—	5,000.00
7	Removal Of Structures And Obstructions		Lump Sum	All	—	2,000.00
8	Abandon Manholes		Each	3	150.00	450
9	Embankment Foundation Excavation		Cu. Yd.	2,900	5.50	15,950
10	Embankment In Place		Cu. Yd.	55,300	2.00	110,600
11	Special Embankment In Place		Cu. Yd.	1600	4.00	6,400
12	Trench Excavation		Cu. Yd.	1450	8.00	11,600
13	Finishing Roadbed And Slopes		Lump Sum	All	—	1500.00
14	Watering		M-Gal.	340	10.00	3400
15	Coarse Aggregate Base		Ton	15,620	4.25	66,385
16	3/4"-0 Aggregate Base		Ton	2,600	4.50	11,700
17	Class "B" And Class "C" Asphalt Concrete		Ton	2,700	15.00	40,500
18	Asphalt-Rubber Chip Seal		Sq. Yd.	560	12.00	6,720
19	3/4"-0 Aggregate In Prime Coat		Ton	215	15.00	3,225
20	MC-250 Asphalt In Prime Coat		Ton	15	160.00	2,400

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date
County
Name

Section E. 17th Ave. - I-5 Intchgt (Eugene)
Kind Of Work Grading, Paving & Structure Length 0.36 mi

No	Item	Code	Unit	Quant.	Unit Cost	Total
21	12-inch Culvert Pipe		Lin. Ft.	88	8^{50}	748
22	18-inch Culvert Pipe		Lin. Ft.	145	13^{75}	$1,993^{75}$
23	24-inch Culvert Pipe		Lin. Ft.	255	14^{50}	$3,697^{50}$
24	48-inch Culvert Pipe		Lin. Ft.	648	42^{00}	27,216
25	8-inch Sewer Pipe		Lin. Ft.	24	10^{00}	240
26	18-inch Sewer Pipe		Lin. Ft.	820	15^{00}	12,300
27	Concrete Manholes		Each	4	800^{00}	3,200
28	Reconstruct Manholes		Each	1	350^{00}	350
29	Guard Rail, Type 2A		Lin. Ft.	1863	9^{00}	16,767
30	Guard Rail, Type 3		Lin. Ft.	100	16^{00}	1600
31	Guard Rail Anchors, Type 1		Each	8	250^{00}	2000
32	Rail End Pieces, Type C		Each	8	110^{00}	880
33	Paved Culvert End Slopes		Sq. Ft.	169	9^{00}	1521
34	Drainage Curbs		Lin. Ft.	520	4^{00}	2080
35	Loose Riprap, Class 100		Ton	27	15^{00}	405
36	Roadside Seeding And Mulching		Acre	5	600^{00}	3000
					ST	$414,503^{25}$

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date

Section 17th Ave - I-205 Intch.
County Lane

Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
37	Structure Excavation		Cu. Yd.	105	10-	1050-
38	Furnish Pile Driving Equipment ~~Furnish HP 10x42 Steel Piling~~		All ~~Lin Ft~~	All ~~660~~	~~8=~~	5000 ~~5280-~~
39	Furnish HP 10x42 Steel Piling ~~Drive Steel Piles~~		Lin Ft ~~Each~~	660 ~~11~~	8 ~~350-~~	5280 ~~3850~~
40	Drive ~~Splice~~ Steel Piles		Lin Ft ~~Each~~	660 ~~2~~	2 ~~100-~~	1320 ~~200-~~
41	Structural Concrete, Class 3300 (90 cy @ $175)		All	All		15,750
42	Concrete in Retaining Wall		Cu Yd	13	150	1950
43	125'/130' Bulb Tee Prestressed Beams		Each	7	12,500	87,500
44	Precast Drain Trough		Lin Ft	182	11	2002
45	Reinforcement (13000 lbs @ 0^{26})		All	All		3380
46	Reinforcement in Retaining Wall		Lb.	1400	0^{26}	364
47	Structural Steel (3500 @ 150)		All	All		5250
					S.T.	128,846
				Total		543549^{25}

8666

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 14, 1977

FILE:

FROM: J. H. Versteeg
Head of Engineering

TO: Alfred Shirley
Region 3 Engineer

SUBJECT: E. 17th-I-5 Section of
Glenwood Blvd.
FAUS Project No. M-1185(1)
Lane County

NOTED
E. S. HUNTER

Lane County's proposal to provide alternate access for Farwest Steel and Pape' Bros. as outlined in Glen Clark's letter of November 3, 1977, is satisfactory. The Glenwood FAUS project is on schedule for a December 14, 1977, bid opening.

JHV:jh
cc: E. S. Hunter
C. T. Keasey
D. H. Moehring
Jim Chidsey
William Anhorn
Ellis Jones

RECEIVED
TECHNICAL SERVICES
NOV 15 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | det | File

8666

Lane

1 Versteeg
Christensen
George
Olsen
Terpin
2 Sullivan JWS
Scott
Savage

RECEIVED
NOV 07 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

November 7, 1977

Mr. George Price
Lane County Engineer
135 E. 6th Street
Eugene, OR 97401

Dear Mr. Price:

Re: E. 17th Ave.-I-5 Interchange (Eugene)
Glenwood Boulevard
Lane County

We have reviewed the plans resubmitted through Ellis Jones and have the following comments, which have probably already been discussed with you by Mr. Jones:

1. Tracings (Title Sheet) needs to be signed by Lane County Highway Engineer. Attached is a xerox portion of a Title Sheet showing a method to accomplish this.

2. Consideration should be given to including the trench excavation quantity in Note 24 on Sheet 3.

3. The base design has been reviewed in detail and while some differences are noted they are not significant. We do recommend that the base design for the "NW2" line be revised to the same as that for the "NE2" line.

4. On Sheet 2C - 12 barricades are shown on stage but the summary lists a total of 10. Please explain.

   Pipe for Stage 1 drainage is apparently temporary - should removal be indicated?

The tracings should be forwarded to this office by November 11, 1977, to keep it on track for the December 22, 1977, bid letting.

We have been advised of a conflict between the County and Farwest Steel concerning access in and out of the area and understand that it is in the process of being resolved.

This should be resolved to everyone's satisfaction prior to the project going to contract.

Very truly yours,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

DOC:ab
cc: Alfred Shirley
Ellis Jones
Walt Hart
Fred Eriksen
Jack Sullivan

(#2) 8666

2

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 7, 1977

TO Executive Department
Federal Aid Coordination Unit

D E Swan

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 5
Section: E. 17th Ave.-I-5 Interchange
Highway: FAU-1185, Glenwood Blvd.
County: Lane

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 5, 1977.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 3: A. Shirley, Jr.
District 5: Wm. Anhorn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
NOV 8 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Dept. of Transportation	46] DIVISION [79 Highway			
03	12] APPLICANT ADDRESS STREET [45 ODOT Building	46] CITY [60 Salem	76] ZIP [80 97310		
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563	
01	12] PROJECT TITLE [71 E. 17th Ave.-I-5 Interchange				
11	12] PROJECT LOCATION—CITY FAU-1185 Glenwood Blvd. (Eugene)	PROJECT LOCATION—COUNTY Lane	PROJECT LOCATION [79 SEC: T: R:		

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project is proposed to extend Glenwood Blvd. South from E. 17th Ave. to [71

07 12] the existing I-5 Glenwood Interchange. Roadway will consist of two 12-foot [71

08 12] travel lanes, 8-foot paved shoulders and an overcrossing structure to provide [71

09 12] a grade separation of SPRR tracks. (See attachment) [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	645,000	--	52,500	52,500	--	750,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 US Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☐ 29 No ☒ 30 Date: November 7, 1977	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	December	5	1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: November 7, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a category 3 project of major non significant environmental impact under Oregon's Action Plan.

MAJOR - NON SIG.

CATEGORY
3 PROJECT

M-1185(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 23, 1976
Section Interstate Hwy 5 to E 17th St
Unit (if appl)
County Lane
City between Eugene & Springfield
Highway Glenwood Blvd.
State Hwy. No.
Termini: M.P.(if appl) I-5 (Glenwood Intg.) to E. 17th St.
Length 1,800 ft.
Region 3
Construction Estimate $305,000
Program Amount

B. Purpose of Project: To facilitate the movement of traffic between I-5 and the Glenwood and Springfield areas by providing an option to the present circuitous route with attendant safety and delay problems caused by travel distance, poor alignment, and two railroad track crossings; to reduce traffic loadings on the I-5/30th Avenue Interchange and on McVay Hwy.

C. Origin & History of Project: The need for this facility has been recognized for a number of years. The project was recommended for implementation in the Eugene-Springfield Area Transportation Study (1967). It is shown as a proposed route on this area's Federal Aid Urban System, is included in the Transportation Improvement Program adopted by the Lane Council of Governments, and is listed in Lane County's 5-year Capital Improvement Program. After a public hearing in February, 1976, the alignment was added to Lane County's Master Road Plan.

D. General Description of Project: The extension of Glenwood Boulevard south from E. 17th St. to the existing I-5/Glenwood Interchange. The project will consist of two 12-foot travel lanes with 8-foot paved shoulders and an elevated structure to provide a grade separated crossing of the Southern Pacific Railroad tracks. Design speed for this road to be 35-40 miles per hour.

Alignment: New Yes Existing No Combined No

Typical Section: Existing: No. Lanes - ; Med. - ; Shldrs. - ; Parking -
Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 8 ft ; Parking shoulder [illegible]

Traffic: Existing Facility: Existing ADT - ; Projected ADT - ; Yr. -
Existing Level of Service -

Proposed Facility: Projected ADT 2000 ; Yr. 1977
Projected Level of Service B (in 1977)

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels 0

Acres 0; Type of Relocation Req. None; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any: Embankment material, crushed rock, and concrete are expected to be obtained from existing local commercial sources. The contractor will be required to dispose of all construction debris according to the Standard Specifications for State Highway Dept. (Oregon, 1974), which includes removal from the job site and disposal in accordance with County and State (D.E.Q.) requirements.

Type of Structure(s): Span length 124 feet, width 40 feet, clearance approx. 26 feet above RR tracks.

Brief Description of River or Stream and Type of Involvement, if any: A slough of the Willamette River begins within railroad property approximately 3200 feet southeast of its intersection with the project and proceeds parallel to the railroad tracks emptying into the Willamette River approximately 2600 feet northwest of the project. The channel east of the project right-of-way has previously been placed within a culvert. The remainder of the slough is a swamp approx. 40 feet wide with pockets of standing water. The present

Local City, County or COG priorities of project: (continued below)

This project appears on the Transportation Improvement Program adopted by the Lane Council of Governments. It was unanimously endorsed by the Springfield City Council in Feb., 1975, and has been given a high priority status by Lane County for implementation during FY 76-77.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): The project as located satisfies the purposes delineated in the previous section "I-B." The major alternative would be to upgrade Judkins Road and Henderson Avenue and improve the McVay Highway. This would probably be more costly for the given benefits and would subject residential properties along Henderson Ave. to increased traffic. No other alternative realistically satisfies the major needs. A flexible design alternative has been selected which provides a roadway adequate for present needs but which can be expanded to provide additional lanes for future traffic loads. The eight foot shoulders are sufficient for bicycle and pedestrian use although the facility is not part of the area's adopted bikeway plan.

Other Descriptive Information or Comments: Glenwood Blvd. between Franklin Blvd. and E. 17th Street is being constructed by Lane County to provide access to the metropolitan area's new solid waste central receiving facility. The present project request is for the portion south of East 17th which will permit full utilization of this road for the purposes indicated in Section I-B. (See project sketch map).

Additional data: 1975 ADT Henderson Ave. 2,200- 2,500
1974 ADT McVay Hwy. Approx. 10,000-11,000
30 to 40+ train movements at Henderson Ave. Crossing daily

(Attach project sketch map.)

(continued from above) function of the slough is to drain water off the hillside and railroad bed to the south. It will be employed to handle surface runoff from the proposed facility as well.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The immediate area south of Judkins Road has been so modified by the existing roadway and freeway access ramps as to have little natural character. North of Judkins Road there is a sharp drop of about 65 feet at the bottom of which lies the SPRR bed, running in a generally east-west direction. The remainder of the land in the project area is flat and open, partially occupied by a small patch of wheat with the remainder lying fallow and grown up in weeds. There are few trees in the area with the exception of a narrow belt of Douglas fir, maples and scrub oaks just north of Judkins Road, and a few smaller trees growing at the edge of the slough. The slope of the land is a very gradual drop toward the northwest of about 0.1%. The soil is Chehalis silty clay loam characterized by good permeability and good suitability for agricultural uses. The slough (described in Part I) is a cat-tail swamp where it has not been culverted, with shallow, stagnant water; the home of frogs and other common swamp creatures. It is not large enough to have any significant wildlife value. The fields are the home of common small birds and rodents, living among the wild grasses, thistles, and other weed species.

2. Cultural: Cultural boundaries to the area as it is experienced from the project location are an elevated section of Interstate-5 on the west, the S.P. Railroad line on the south, Franklin Blvd. on the north, and Henderson Ave. on the east. Traffic noise from I-5 is quite noticeable, as is the noise of trains as they pass through at the rate of approx. 30-40 per day. Commerical and industrial activities front on Franklin Blvd. and residential (approx. 15 houses) and commercial uses are located in the Henderson Ave. area. A drive-in movie theatre is located along Henderson to the northeast. The nearest dwelling is a small house located on 17th St., approx. 400 feet to the east. Property to the west of the right-of-way is presently under development for a solid waste central receiving facility. The adopted Comprehensive Plan for the metropolitan area classifies the project environs as an "opportunity area," suitable for large-scale development or redevelopment. This area is zoned for industrial uses. It has good rail access, and the existing land uses show a transition away from residential and farming to industrial and commercial activities.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: All right-of-way in County ownership. There were no dwellings or other structures in the vicinity of this right-of-way. All applicable federal and state laws were observed during negotiation and purchase.

2. Estimated Impact on Traffic Patterns: The major immediate impact should be the reduction of non-local traffic on Henderson Ave. Glenwood Blvd. should facilitate the movement of traffic between the Glenwood-Springfield area and I-5, and eventually take pressure off the I-5/30th Ave. Interchange and McVay Hwy.

Consequences--Air Quality, Noise, Safety, etc.: Grade separated R.R. crossing and improved alignment and road surface will eliminate hazards on Judkins Rd. & Henderson Ave., and provide a better transition from freeway travel to the local street system. Relief to congestion at I-5/30th Interchange and McVay Hwy. will improve safety at those locations. Traffic attracted to facility will cause additional noise but there are no immediate noise-sensitive receptors; also I-5 and R.R. noise far exceeds the expected noise level. Traffic will be reduced on Henderson, where residential properties are more sensitive to noise. Traffic diverted from other facilities will result in slightly lower over all air pollution levels due to reduction in vehicle miles traveled and better continuity of the traffic stream.

3. Estimated Impact on Land Use: Consistent with the Metropolitan area Comprehensive Plan, some lands zoned for industrial uses will be taken out of agricultural use. There is likely to be no change in type but rather an acceleration in the rate of land development for industrial and commercial purposes.

Consequences: Probable slight acceleration of development with attendant slight increases in traffic on the arterials leading to the area. Reduction in traffic on Henderson, possibly contributing to a more pleasant residential environment on that road.

4. Expected Impact on Natural Ecological Resources: Minor impact on the slough in that an additional 50-60 feet will be placed in a culvert. During wet periods the slough will carry more water as highway runoff will be channeled into it. A very few trees north of Judkins Road and along the slough will be removed.

Consequences: Because of the high degree of man's influence on the area, with surrounding arterials and local modification of the environment, the natural ecological resources available to be impacted are slight. With the slow flow of water in the slough, and the long distance before it reaches the Willamette, the addition of runoff from this project when added to existing runoff from the railroad and highways is not expected to result in any significant increase in water pollution.

5. Expected Impact on Cultural and Scenic Resources: Because of the proposed alignment and the topography of the area, the facility will not be widely exposed to view. The area is not characterized by strong scenic assets which would be interrupted or destroyed. Diversion of traffic from Henderson Avenue is expected.
An archeologic survey of the impacted terrain will be performed.

Consequences: No significant negative impact on scenic resources; increased residential attractiveness on Henderson Ave. expected.

6. **Preliminary Identification of Areas of Critical Concern:** None identified.

7. **Potential for Controversial Issues:** None identified.

8. **Potential for Consistency of Proposal With:**

a. Clean Air Implementation Plans Project does not meet the traffic loading projections to be governed by the indirect source rules. Ambient air quality should be improved through reduction in vehicle miles traveled and better continuity of the traffic stream.

b. Noise Standards A noise study report as per FHPM 7-7-3 will be prepared as part of the negative declaration.

c. Water Quality Standards Very minor increase in water level in slough during wet periods. No expected increase in water pollution reaching Willamette River.

d. Area Land Use and Transportation Plans, and Zoning Entirely consistent.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----	-------------	---NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	_X_ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: (see attached sheet)

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

Part II. C. Basis for Type of Action and Documentation:

This project meets the requirements for a non-major action according to FHWA regulations, as follows:

1. It is for the purpose of improving on an existing circuitous route used by through traffic between Springfield and I-5 and is not for the purpose of providing new access to an area. While it will improve access to an area, this access is already available via existing roads.

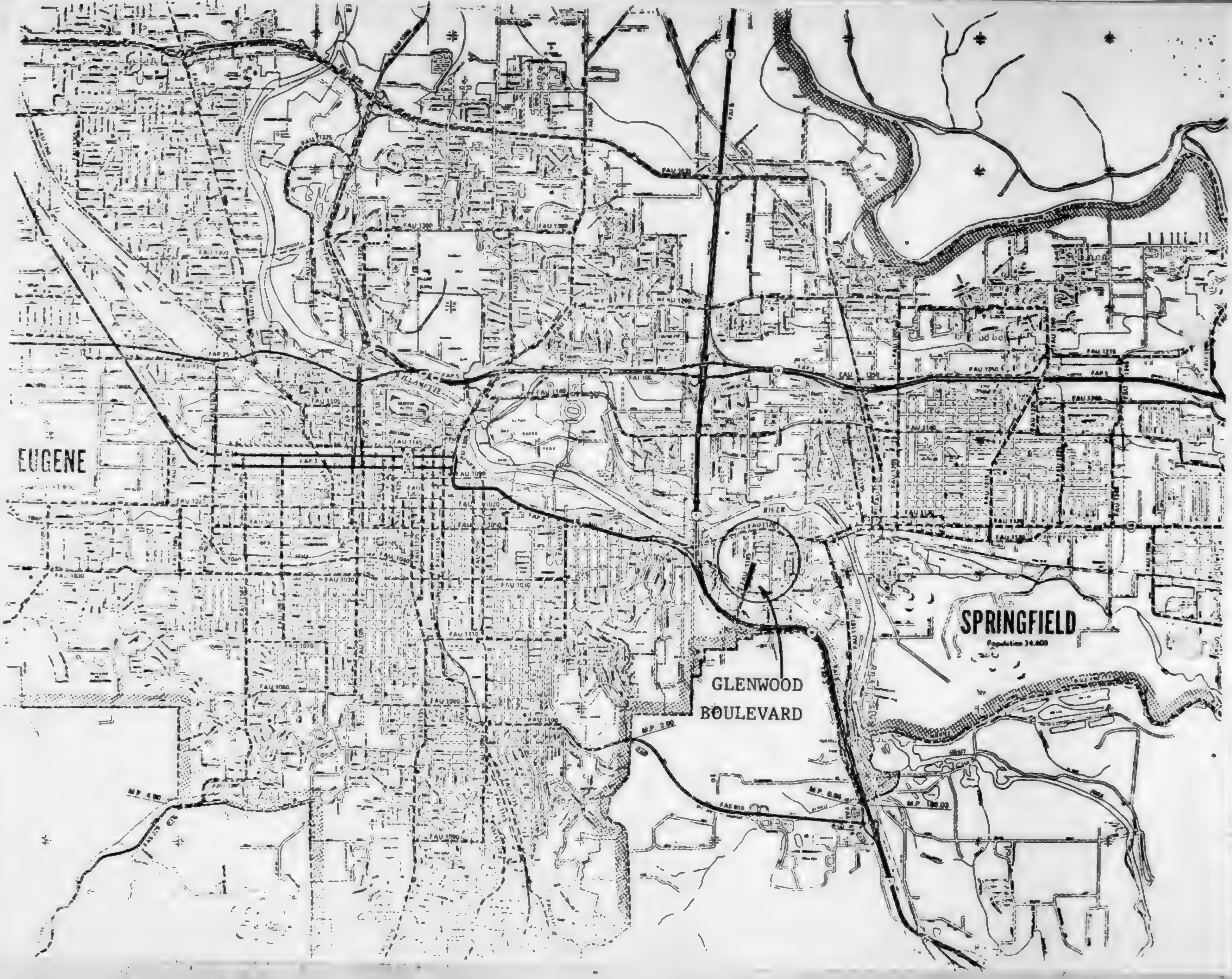
2. The facility is not expected in any way to precipitate significant changes in land use or development patterns. The slight acceleration in industrial development expected to take place over a period of years is entirely consistent with the Comprehensive Plan for the area and existing zoning. In fact, this facility will tend to promote what has been determined to be the highest and best use of the land as established for many years.

3. The project will have no significant impact on the natural or manmade environment, in that the natural environment of the area is already highly modified by man's presence, and the project is entirely in keeping and consistent with the manmade environment of the area.

4. Right-of-way is not an issue as all right-of-way is already owned by the County.

5. There is no likelihood that any existing pollution standards will be violated.

6. Choices of corridors are not an issue. To achieve the stated purposes the project must tie in to an existing freeway interchange (I-5 at Glenwood) and to an Arterial highway serving Springfield and the area immediately to the west.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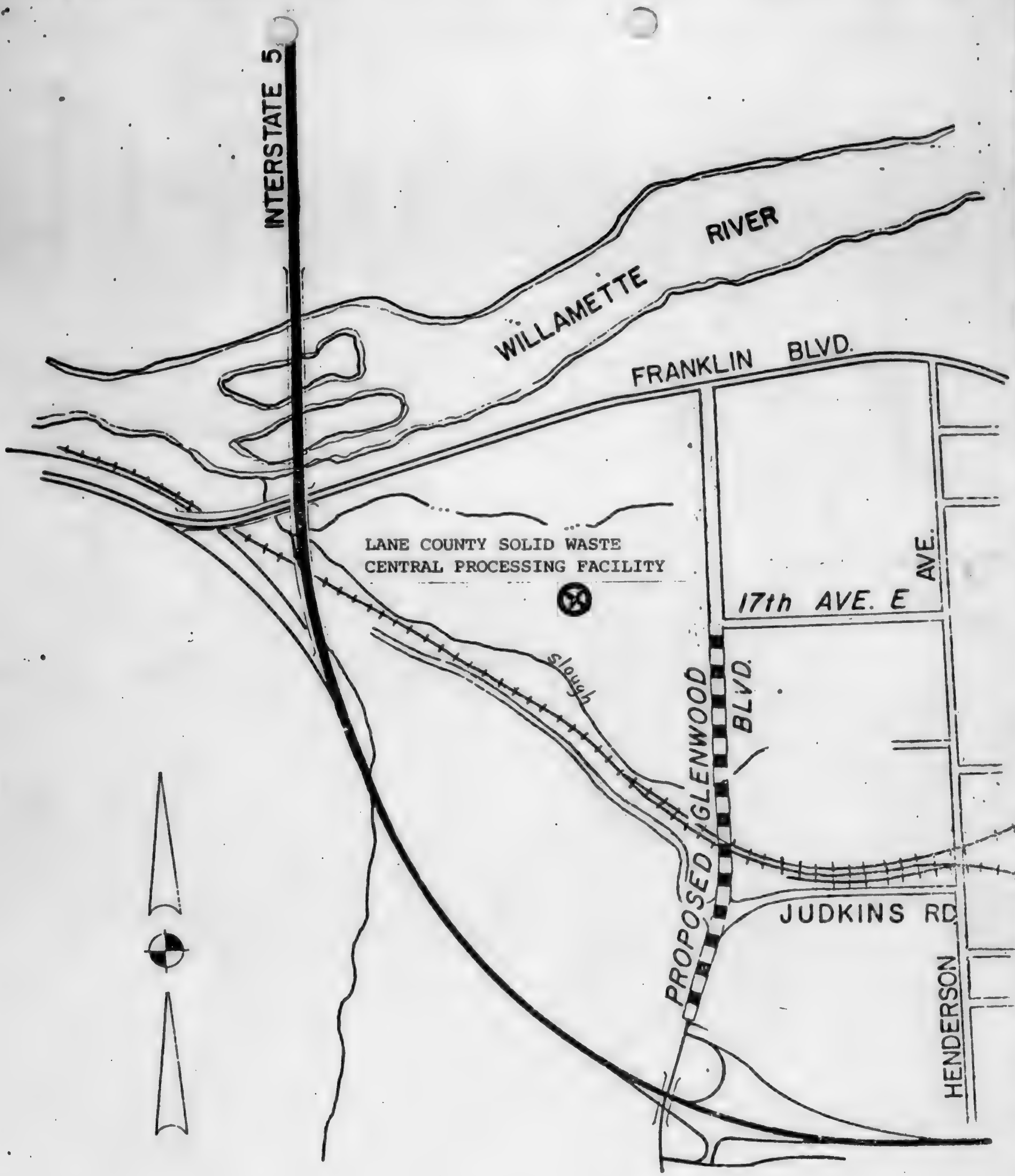
Population 24,400
GLENWOOD BOULEVARD
RIVER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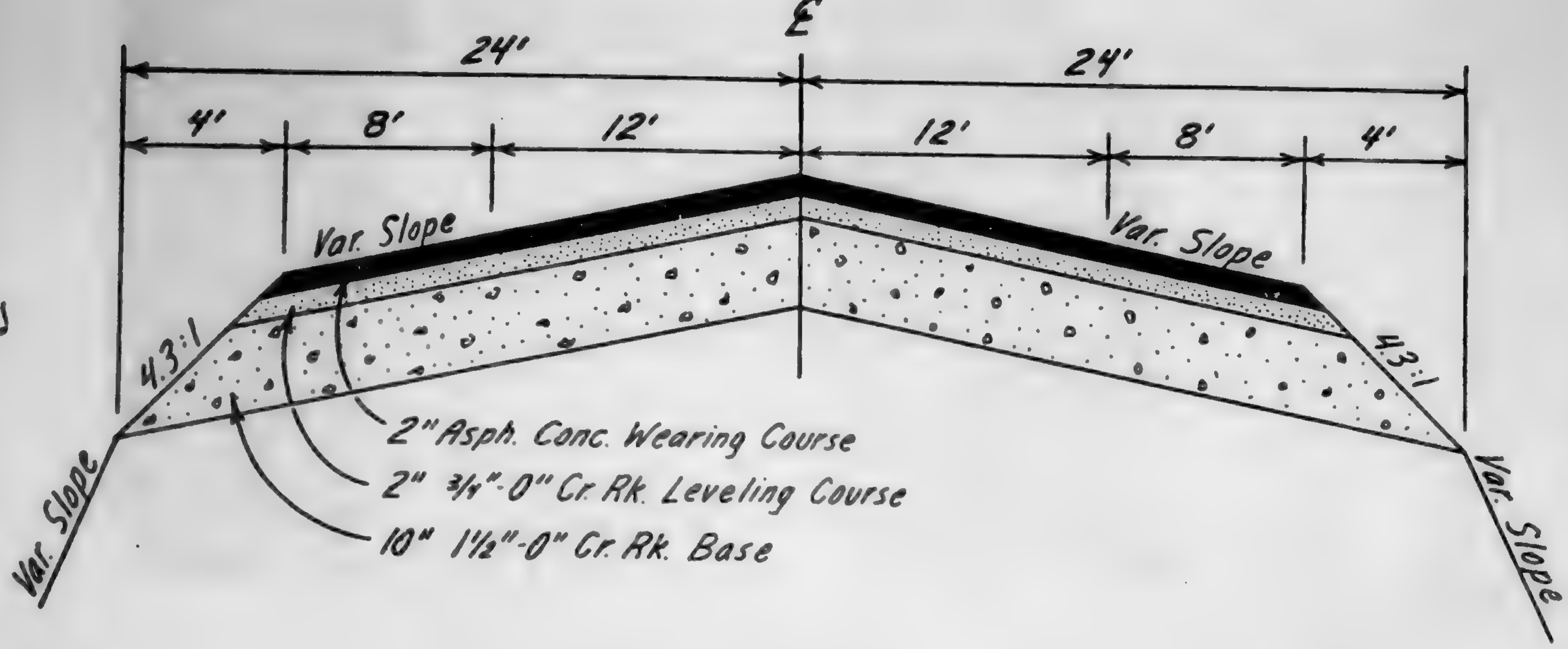
PROPOSED GLENWOOD BLVD.
JUDKINS RD.
HENDERSON



GLENWOOD BLVD.

TYPICAL SECTION

NO SCALE

VIEWS LOOKING IN DIRECTION INDICATED, FROM NORTH END OF PROJECT

South. a. Point of entry for Glenwood Blvd.
b. R.R. bed.

West. Interstate 5 in background.

North. Showing Commercial establishments along Franklin Blvd.

East. Nearest house, access off Henderson Ave.

8666

John

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-RF-1

3 November 1977

George Price, County Engineer
Lane County Department of Transportation
1820 Roosevelt Blvd.
Eugene, OR 97402

RE: Application 071-OYA-4-002775

Dear Sir:

This is in regards to the above referenced request for a Department of the Army permit to place fill in connection with the construction of Franklin Blvd. near the City of Eugene, Oregon.

An inspection of the construction site revealed that the proposed area to be filled is a depression which is above and shoreward of the line on shore reached by the ordinary high water and is not fed by any stream. Based on the inspection, a permit is not required. Therefore, your application and attached drawings are being returned to you.

If you have any questions, please feel free to contact Ron Marg at the above address or call (503) 221-6995.

FOR THE DISTRICT ENGINEER:

A. J. Heineman
A. J. HEINEMAN
Chief, Navigation Division

cc: Oregon Division of State Lands
ATTN: Penney Hobbs
1445 State Street
Salem, OR 97310

RECEIVED
NOV 197
LANE COUNTY DEPARTMENT
OF PUBLIC WORKS
ENGINEERING

- 3666

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
November 3, 1977

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal Aid Engineer

TO: E. S. Hunter, Manager
Office of Technical Services

SUBJECT: State Report on Lane County's E. 17th-I-5 Section of Glenwood Blvd. FAUS Project No. M-1185(1)

At the request of Mr. Hal Versteeg, Head of Engineering, I met with Mr. Al Driver, Director of Public Works, Lane County, on November 2, 1977 along with Mr. Ellis Jones, Project Monitor. This meeting was in regard to resolution of complaints from Farwest Steel Corp., Booth-Fisher Investment Company (owners of Farwest Steel Corp.) and Pape' Bros. concerning the proposed grade of the NE^2 line of the subject project.

Attached is a letter dated November 2, 1977 from Mr. Driver and a memo from Mr. Driver addressed to Mr. Price, County Engineer, dated October 19, 1977. These documents form the basis of the county's thinking in regard to this project's status.

A significant portion of the right of way for this project was donated by Mr. Fisher of the Booth-Fisher Investment Company. Mr. Driver's reference to "our agreement" with Mr. Fisher means that Mr. Fisher set a December 31, 1977 deadline for the contract letting in consideration for the donated right of way. Mr. Driver still believes this deadline could be negotiated and set back.

A summary of the county's position to mitigate this ramp design is this:

Immediately file an amended application with P.U.C. and Southern Pacific Transportation Company temporarily cancelling their request to close the Henderson Ave. grade crossing (documentation will be supplied early next week).

Construct a new connection north of the railroad tracks at 17th Street between Henderson Ave. and the new Glenwood Blvd. project. (This would be an alternate route bypassing the NE^2 ramp). (Completion of this construction to coincide with the FAUS project).

Proceed with the construction of the overall project as now envisioned, including the NE^2 ramp.

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Begin in January to search for an alternate ramp configuration location suitable to both Farwest and Pape' with construction completion prior to October 1, 1978.

With these concessions, it is the recommendation of the region office that this project be advanced to contract as now scheduled.

Regional Engineer

Approved

glc/cw
Attach.

lane county

November 2, 1977

Mr. Glen L. Clark
Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Glen:

Attached, for your reference, is a copy of a letter from Mr. Vern Gleaves, attorney representing Farwest Steel, and a copy of a memo from myself to Mr. George Price.

My memo was the result of a meeting with Mr. Dale Fischer, his engineer and an employee along with George Price and myself. In addition I discussed the problem with Mr. Roy Adkins, attorney for Papé Bros.

Our agreement with Mr. Fischer terminates December 31, 1977, for the Glenwood Blvd. project to be out to bid. Even though he has indicated a willingness to extend that agreement, there are other factors that are of concern.

One problem is the total time element expended to date for achievement of a bid date and project implementation.

The other problem is that we do not have an agreement with Lane County, Farwest Steel and Papé on an alternative. In fact we have not held a joint meeting to discuss the alternatives or any participation.

Finally the claim by Mr. Vern Gleaves wherein he states that we are in violation of ORS 105.755 and 105.760 for changing the grade of Judkins Road access to Glenwood Blvd. is a legal matter that I have discussed with our County Counsel. In my opinion we are not in violation as the grade change is from the existing 11% to 9% and those sections of the law are not applicable.

Very truly yours,

Al Driver

Al Driver, Director
Department of Public Works

DEPARTMENT OF PUBLIC WORKS / AL DRIVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

MEMORANDUM

lane county

TO George Price

FROM Al Driver

SUBJECT Judkins Road Access to Glenwood Blvd.

DATE October 19, 1977

You presented a concern expressed by Farwest Steel and Pape over the gradient as proposed in our Glenwood Blvd. project for the Judkins Road access from the east.

On this date we met with Mr. Dale Fischer and his staff to discuss the problems and alternatives. In addition I met with Mr. Roy Adkins, attorney for Pape, to discuss the same issue and concern.

Based on all the facts presented to us, I believe the following procedure should be followed to give all parties involved the necessary time to consider all alternatives:

1) Notify PUC and Southern Pacific Transportation Co. that we are cancelling our application to close the at-grade crossing of Henderson Avenue and S. P. tracks. Indicate this cancellation is temporary in that we will reapply upon finding a reasonable solution and construction of that solution.

2) Keep the current Glenwood Blvd. project on schedule for a bid letting on December 22, 1977.

3) Have the right-of-way secured and the East 17th Avenue project (from Henderson Avenue to Glenwood Blvd.) complete at the completion of the Glenwood Blvd. project.

We will require all exiting from Pape or Farwest Steel with overweight or overlength loads to utilize the Henderson Avenue facility and East 17th Avenue facility for Glenwood Blvd. access until an alternative solution is concluded and constructed.

We will, in January of 1978, meet with representatives from Pape and Farwest Steel to determine such an alternative and for construction completion prior to October 1, 1978.

cc: Vernon Gleaves
Roy Adkins

FARWEST STEEL

Farwest Steel Corporation
Post Office Box 889
Eugene, Oregon 97401
2000 Henderson Avenue
Telephone 503/686-2000

Floyd W. Dickson

Car and Truck Count for 4 Hours
Taken October 24, 1977 from 8:05 a.m. to 12:05 p.m.

Passenger Cars	355
Panel Trucks	206
Campers & Light Trucks	10
TRUCKS	
2 axle	41
3 axle	23
4 axle	2
5 axle	23
6 axle	0
7 axle	1
10 axle	1
Total Trucks	91
Buses	6
TOTAL	668

8666

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 10-28-77

Subject: Federal Aid Project No. FAU-1185
Project Name E. 17th Avenue - I-5 Interchange
Glenwood Blvd. M-1185 720

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☒ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at EUGENE, Oregon, this 28th day of OCTOBER, 1977

11-21-77 Ⓑ
CC: SWAN
Keasey
Chidsey

County of Lane
BY: Harry L. Durrie
HARRY L. DURRIE
General Administrator

Certified By:
Richard Wilson
for Regional Right-of-Way Supervisor
Date 11-9/77

APPROVED AS TO FORM
DATE Oct 28, 1977
Arthur T. Clark
OFFICE OF LEGAL COUNSEL

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8666

lane county

October 26, 1977

Mr. Charles Davis
Public Utility Commissioner
Labor & Industries Building
Salem, Oregon 97310

Re: SXF-948: In the matter of the application of Lane County for the authority, pursuant to ORS 763.040, to construct a separated crossing of Glenwood Boulevard and Southern Pacific Transportation Company, Siskiyou Main Line, near Eugene, Lane County, Oregon.

Dear Commissioner Davis:

By separate letter we have requested withdrawal of our application SXF-947 for closure of Henderson Avenue.

This affects are application SXF-948 for construction of a separated crossing on Glenwood Boulevard and we hereby request that application SXF-948 be amended as follows:

Page 3, Section 7 - Delete paragraph (2)
Page 3, Section 8 - Delete reference to closure of railroad grade crossing at Henderson Avenue.
Page 16, Section V, Item 40 - Change answer to No and delete explanation in second paragraph.

Sincerely,

G Price
George Price
County Engineer

GP/sm

cc: Dick Johnston
Southern Pacific Transportation Co.

cc: John Schmidt

MANAGEMENT
CCE
FAE
NOV 21 1977

GINEERING DIVISION / TRANSPORTATION DEPARTMENT / AL DRIVER, DIR / 850 ROOSEVELT BLVD / EUGENE, OR 97402 / [illegible]

lane county

October 26, 1977

Mr. Charles Davis
Public Utility Commissioner
Labor & Industries Building
Salem, Oregon 97310

Re: SXF-947: In the matter of the application of Lane County for the authority, pursuant to ORS 763.030, to close a grade crossing of Henderson Avenue and Southern Pacific Transportation Company, Siskiyou Main Line, near Eugene, Lane County, Oregon.

Dear Commissioner Davis:

Lane County respectfully requests that our application SXF-947 for the closure for Henderson Avenue be withdrawn. Some of the commercial firms who require heavy hauling in the area have presented some valid concerns regarding the design grade of the access road loading to the proposed Glenwood Boulevard. Until such time as we can provide an alternative access with more desirable grades, we feel it is necessary to retain the grade crossing on Henderson Avenue.

We anticipate the access problem can be resolved within a year and at that time we will resubmit our application for this crossing closure.

This request will in turn affect our application SXF-948 for construction of a separated crossing on Glenwood Boulevard. We are requesting amendments to application SXF-948 by separate letter.

Sincerely,

Geo Price
George Price
County Engineer

GP/sm

cc: Dick Johnston
Southern Pacific Transportation Co.

cc: John Schmidt

ROSEBURG REGION
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Versteeg
Lane

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 24, 1977

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Supplemental Information
E. 17th St.-I-5 Section
Glenwood Blvd.
Lane County's FAUS
Project No. M-1185(1)

Last week serious consideration was given by Lane County to ask the state to delete the NE^2 line from the plans. The county was going to reconsider the application with P.U.C. to close the Henderson Avenue railroad grade crossing. A new connection was to be constructed by Lane County between Glenwood Blvd. and Henderson Ave. via E. 17th Street.

Late Friday night (October 21, 1977) Mr. Ellis Jones, project monitor, telephoned and advised that the county wished to retain the NE^2 line, would still press for the Henderson Ave. grade crossing closure and would also construct the E. 17th Street connection to Henderson Ave. In addition they will in the future look for a better way to serve Far West Steel and Pape Brothers, Inc.

This does not then change the final plans now being developed.

GLC/cao

cc: Hal Versteeg ✓
D.H. Moehring
James Chidsey
Bill Anhorn
Ellis Jones

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lane county

OREGON STATE HWY. DEPT. EUGENE, OREGON
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CONSTRUCTION

October 17, 1977

Mr. Vernon D. Gleaves
Attorney at Law
P. O. Box 1147
Eugene, OR 97401

Dear Mr. Gleaves:

I am in receipt of your letter dated October 14, 1977, regarding the East 17th/I-5 Interchange section of the Glenwood Boulevard project. According to your explanation of the problem and my understanding of a discussion a representative of Far West Steel has had with Mr. George Price of my staff, I feel there is some information missing for us to properly analyze and review the plan design of the Judkins Point Road access to Glenwood Blvd.

As far as the proposed gradient in relationship to weather conditions such as ice or snow is concerned, our policy has always been to keep these roads plowed in the event of snow and sanded in the event of ice or frost. These activities occur mainly during the early morning hours as we realize traffic will be using these facilities normally from 6:00 AM on.

In relationship to your concern on the gradient for overweight and over length vehicles utilizing this approach access to Glenwood Blvd., the proposed design of 9.2% is less than the current gradient of about 11%. In order to help us in our review and analysis of the current gradient and any alternatives thereto, we need to know the number of overweight and over length loads, the frequency of such loads, and if such loads would be run on a few minute interval from the Far West Steel facility. The more we know about the operational procedures of hauling to and from the Far West facility, the more we will be able to cope with resolving any potential conflicts of traffic control.

As time is of the essence, we would appreciate a response to these questions no later than October 26.

Very truly yours,

Al Driver, Director

cc: ✓Ellis Jones
George Price
Bill Van Vactor

DEPARTMENT OF PUBLIC WORKS / AL DRIVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

. 8666 Lane

Salem, Oregon
October 14, 1977

ADOlson
A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Engineer

Noise Study Report
E. 17th Ave.-I-5 Interchange Section
Glenwood Blvd. (FAU 1185)
Lane County

The rough draft of the noise study report for Lane County's Glenwood connector has been reviewed and I recommend that no attenuation be provided in the proposed contract.

There are apparently no residences within 350' of the roadway. Their current and projected noise levels are well below guideline levels and the increase due to the project would be imperceptable.

The noise levels at the cemetary boundary nearest the project would increase from 69 dBA (no build) to 71 dBA (build) in the year 2000. Noise levels in the portion of the cemetary near I-5 are projected to be 70 dBA in year 2000 under any condition. The suggested 6' high barrier, 300 feet long would probably cost $10,000 to $15,000 and would seem to have little value in an area that will be noisy in any event.

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Lane

BUTLER, HUSK & GLEAVES
LAW OFFICES
EIGHTH FLOOR, 975 OAK STREET
P. O. BOX 1147
EUGENE, OREGON 97401

TELEPHONE
(503) 686-8833

EDWARD A. BUTLER
RONALD W. HUSK
VERNON D. GLEAVES
ARLEN C. SWEARINGEN
HAROLD D. GILLIS
ERIC L. LARSEN
STANDLEE G. POTTER
THOMAS H. HOYT
CHARLES D. MORBERG
THOMAS M. ALLEN
JOHN F. RODDA
MICHAEL E. FARTHING
MELVIN J. BECK
STEPHEN O. LANE
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BY FINAL DESIGN ENGINEER

October 14, 1977

Lane County Board of Commissioners
Lane County Courthouse
Eugene, Oregon 97401

Re: East 17th Ave. - I-5 Interchange

Dear Commissioners:

Representatives of Booth-Fischer Investment Co. and Farwest Steel Corporation have been furnished with Preliminary Construction Design drawings for the above referenced and badly needed public facility as prepared by Lane County staff. Examination of those drawings discloses a problem which our clients believe needs to be rectified before the final drawings are approved and delivered to prospective bidders.

As our clients' engineers interpret those drawings, Judkins Road would be reconstructed from St. NE^2 16+00 to the intersection with Glenwood Boulevard and a stop sign for Judkins Road traffic at that intersection. Construction in this manner would require vehicles on Judkins Road to approach that intersection on a 9.32% grade, stop with all or a major portion of the vehicle on that grade and then attempt to cross a traffic lane on a continuing incline to reach the I-5 Interchange.

Booth-Fischer Investment Co. owns property which adjoins both Judkins Road and the new section of Glenwood Boulevard. The property is occupied by the steel warehouse facilities of Farwest Steel Corporation and is planned and zoned for industrial use. Farwest Steel Corporation has a long term lease to operate its general steel warehouse facilities on and from that property. Neither Farwest Steel Corporation, nor any other industrial operator, would be able to operate on or from that property without use of heavy tractors and long heavy trailers. We are advised it would be a virtual impossibility to start from this stop sign with a tractor and trailer having a gross weight of 170,000 lbs. The tractors and trailers utilized to haul steel and other similar industrial products and machinery have an approximate overall length of 112 feet. With an assumed 40 feet of semi-level road surface at the intersection, approximately 32,000 lbs. of the weight would be on the level and 128,000 lbs.

CC: DUANE CHRISTENSEN

AL DRIVER INDICATES THEY ARE STUDYING AN ALTERNATE LOCATION AND DESIGN FOR THIS CONNECTION on the 9+% grade. Attempting to operate vehicles under these conditions would cause driveline, transmission and differential failure when the equipment could even operate. If the surface were damp, frosty, icy or snow covered, truck traffic would not be able to operate in either direction. A severe traffic hazard would be created by any attempted operation of heavy duty vehicles from this intersection.

We do not represent Pape' Bros., Inc., but we would point out that Pape' does transport heavy and long machinery and equipment to and from its place of business immediately adjoining the Farwest Steel Corporation warehouse facility. Representatives of our clients have discussed the matter with representatives of Pape' and we are informed Pape' has the same concerns as our clients.

We understand the Preliminary Plans have been delivered to the Department of Transportation in Salem and Ellis Jones of that office will be reviewing the plans as submitted by Lane County. The concern of our clients has been communicated directly to Mr. Jones.

Our clients believe the construction of Glenwood Boulevard from 17th Street to connect with I-5 is a badly needed public improvement and have attempted to assist Lane County in every possible was to expedite that construction. As your records will show, Booth-Fischer Investment Co. has dedicated right-of-way to Lane County without charge and additionally has agreed to make available to Lane County without cost or expense fill material for portions of the project. However, at no time did they have any reason to suspect that construction plans would include a road design which would greatly diminish the value of the adjoining property of Booth-Fischer Investment Co., or that such design would make it impossible for Farwest Steel Corporation to continue to operate a business which has operated at its present location for nearly 20 years and provides jobs for more than 140 Lane County residents at that location.

On behalf of our clients, we would respectfully request the appropriate personnel of Lane County be directed to reconsider the design and to redesign that portion of the construction project to cure the impossible problems which would otherwise be faced by our clients. Our clients would be willing to assist in any way possible to achieve a prompt resolution.

Should Lane County proceed with construction in accordance

---

with the Preliminary Construction Plans and Design without change, this letter should be treated and considered as notice to Lane County that Booth-Fischer Investment Co. and Farwest Steel Corporation will be required to institute appropriate proceedings to protect their respective interests. Your attention is respectfully invited to the liability of Lane County under ORS 105.755 and 105.760 relating to liability for change of grade as well as recent cases imposing liability on public agencies for defective design and construction of public improvements. Rest assured, however, that our objective is to obtain a satisfactory solution which will permit Lane County to proceed with the construction of the project in accordance with its timing schedule and at the same time achieve a result which will permit our clients to continue present operations without substantial interruption or loss.

Very truly yours,

VERNON D. GLEAVES

VDG/pr

cc: Mr. Ellis Jones
cc: Mr. Al Driver
cc: Mr. Anthony A. Lum

OREGON STATE HWY. DEPT. EUGENE, OREGON
RECEIVED
OCT 17 1977
NOTED
ASST INSP INSP D.M. FILES
CONSTRUCTION

Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3059
378-3805

8666

10-7-77

Permit No. 2445 - Renewal
Permit Type Fill
terway Willamette R. Slough
County Lane
Expiration Date 10-25-78

LANE COUNTY DEPARTMENT OF PUBLIC WORKS

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.660 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT "A" AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.

4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment "A".

5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.

9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

William S. Cox, Director
Oregon Division of State Lands

Authorized Signature

October 7, 1977
Date issued

ATTACHMENT A

Special Conditions for Fill Permit No. 2445

1. This permit authorizes the placement of up to 3,500 cubic yards of gravel fill and three 48" culvert pipes in an unnamed slough in Glenwood at Willamette River Mile 184.3 to construct a roadway across the slough as outlined in the attached permit application, plans and specifications.

2. The operation shall be conducted in a manner that will minimize any turbidity increase.

3. There shall be no removal or filling in the permit area between September 1 and March 1.

4. There shall be no operation of equipment in the active flowing stream between September 1 and March 1 or on weekends or holidays.

5. The stream shall not be diverted from the natural bed.

6. Waste materials and spoils shall be placed above the bankline.

7. Removal of existing woody vegetation shall be minimal.

8. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes.

9. The completed revetment shall have a slope no steeper than 1 1/2:1.

10. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

October 7, 1977

Division of State Lands
1445 State Street
Salem, Oregon 97310

APPLICATION
STATE OF OREGON
REMOVAL-FILL PERMIT
(ORS 541.605 et seq.)

Permit No. ____________
Waterway ____________
County ____________
Return by ____________

(Please Print)

1. Applicant's Name Lane County Department of Public Works

Address 1820 Roosevelt Boulevard Phone 688-5231

City Eugene State Oregon Zip 97402

2. Project Supervisor's Name George F. Price, County Engineer Phone 688-5231 (Est. 31)

3. Property Owner's Name Lane County

Address 1820 Roosevelt Boulevard Phone 688-5231

City Eugene State Oregon Zip 97402

4. Waterway affected by project Slough in Glenwood (no known name) Tributary of Willamette River

County Lane River Mile 184.3 Section 3 Township 18 South Range 3 West

Local name for project location: Proposed Glenwood Boulevard extension

5. Purpose of project: Construct new roadway from I-5 to Glenwood.

6. Describe your proposed project, including any planned restoration of disturbed areas (attach additional sheet if necessary):

Place three 48" diameter culvert pipes in existing slough bottom and construct compacted embankment for roadway across slough.

7. When will project start? 1978 Be completed? 1978

8. Project will be: removal ____ fill XXX combination ____ riprap ____

9. Fill will consist of: rock ____ gravel XXX sand ____ silt ____ other ____

Removal will consist of: rock ____ gravel ____ sand ____ silt ____ other ____

10. Fill material involved (cu. yds.): annually 3500 c.y. to el. 428.5 total project 3500 c.y. to el. 428.5

Removal material involved (cu. yds.): annually ____ total project ____

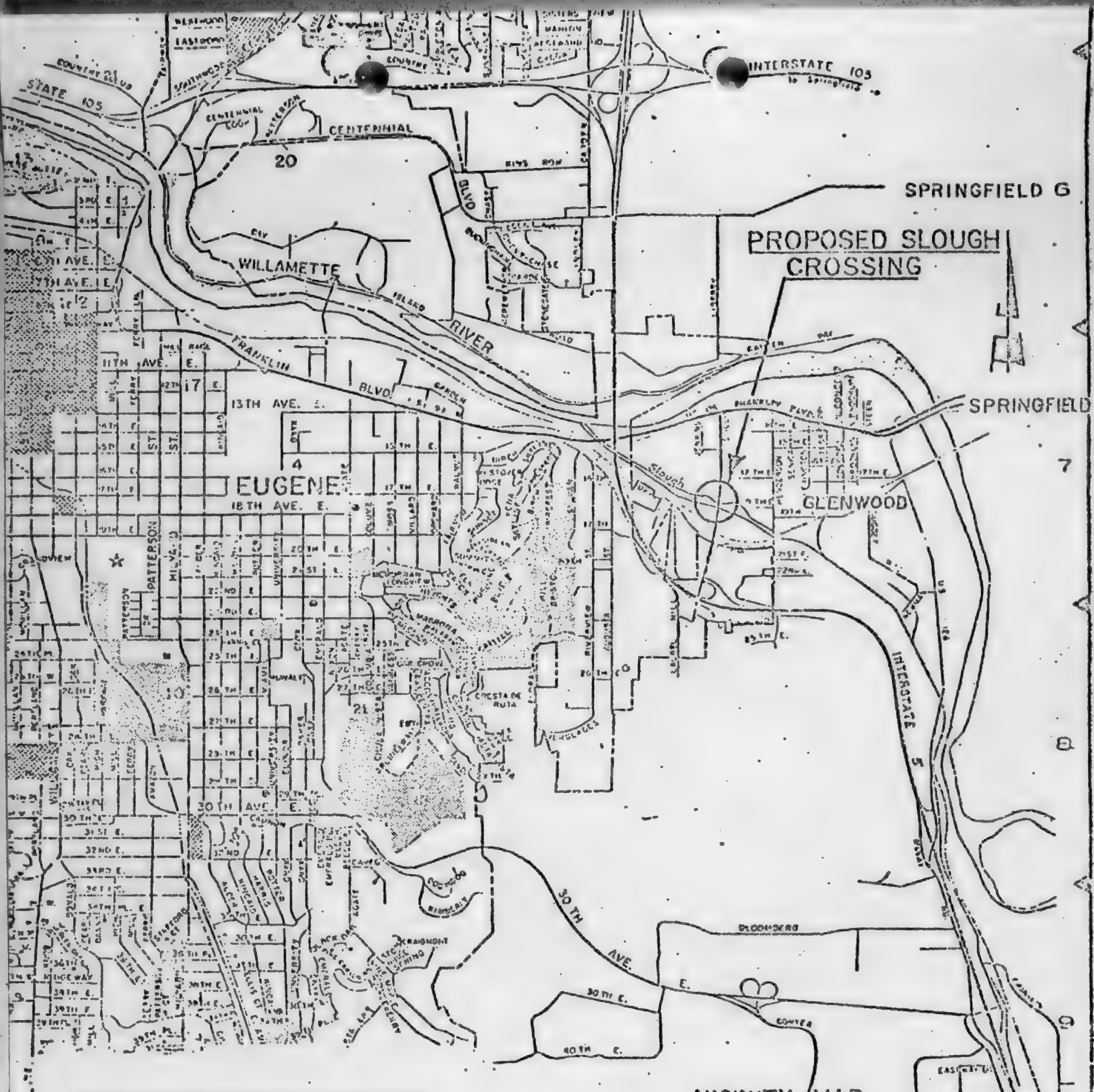
11. Where will you place surplus materials? N/A

Signed George F. Price Title County Engineer

CONTINUED ON BACK OF SHEET

RECEIVED
AUG 31 1977
DIVISION OF STATE LANDS
REMITTANCE $ 100.00

141-31-04-77



Proposed Fill
in Willamette River Slough
at Glenwood Ore. (River Mi 184.5±)
County of Lane
State of Oregon
Application By Lane County
Dept. of Transportation
Date Sept., 1977

Sheet 1 of 5 Sheets

VICINITY MAP

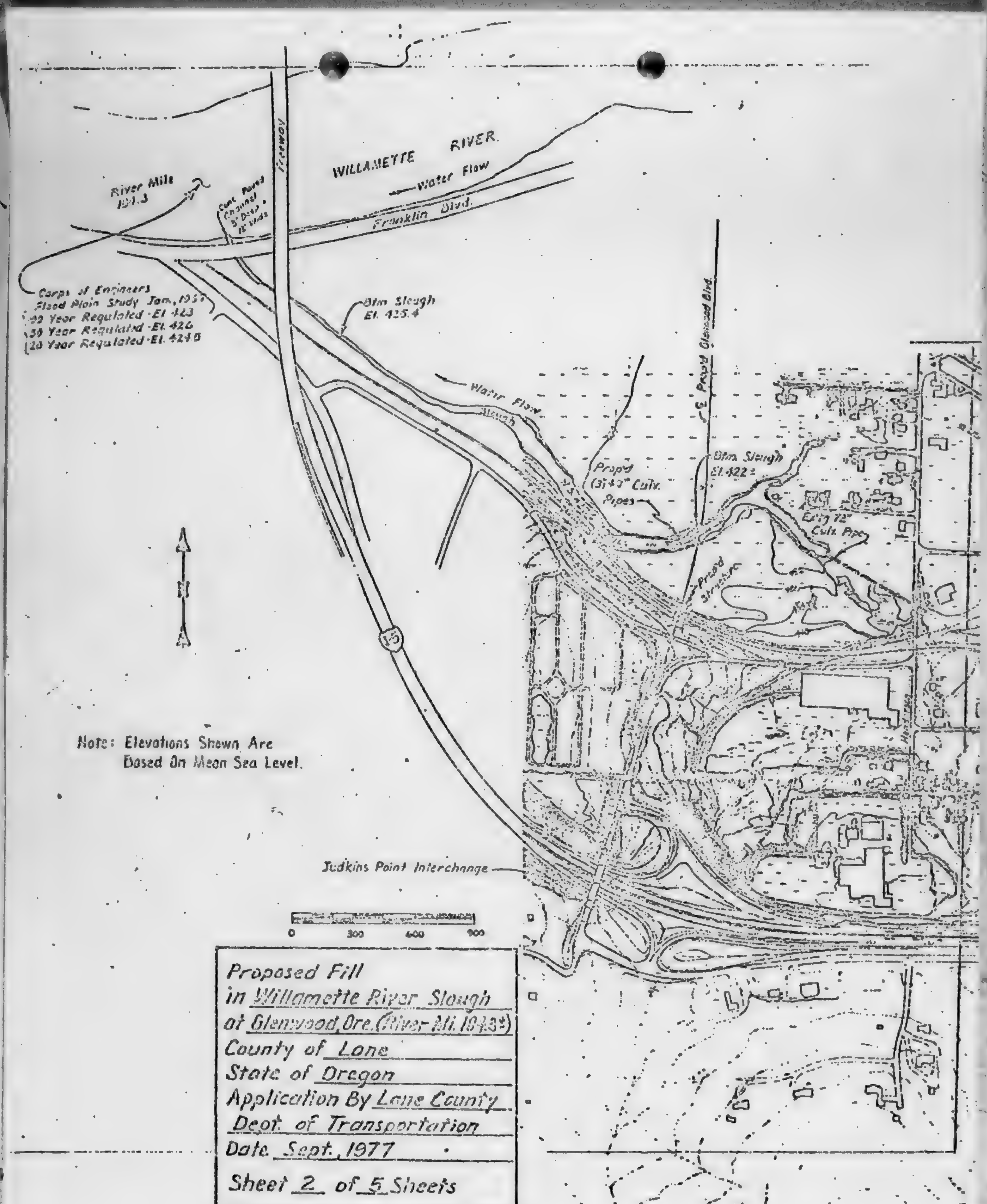
METROPOLITAN AREA
EUGENE
OREGON

SCALE IN MILES

1973
EUGENE AREA CHAMBER OF COMMERCE
230 EAST BROADWAY 345-0513

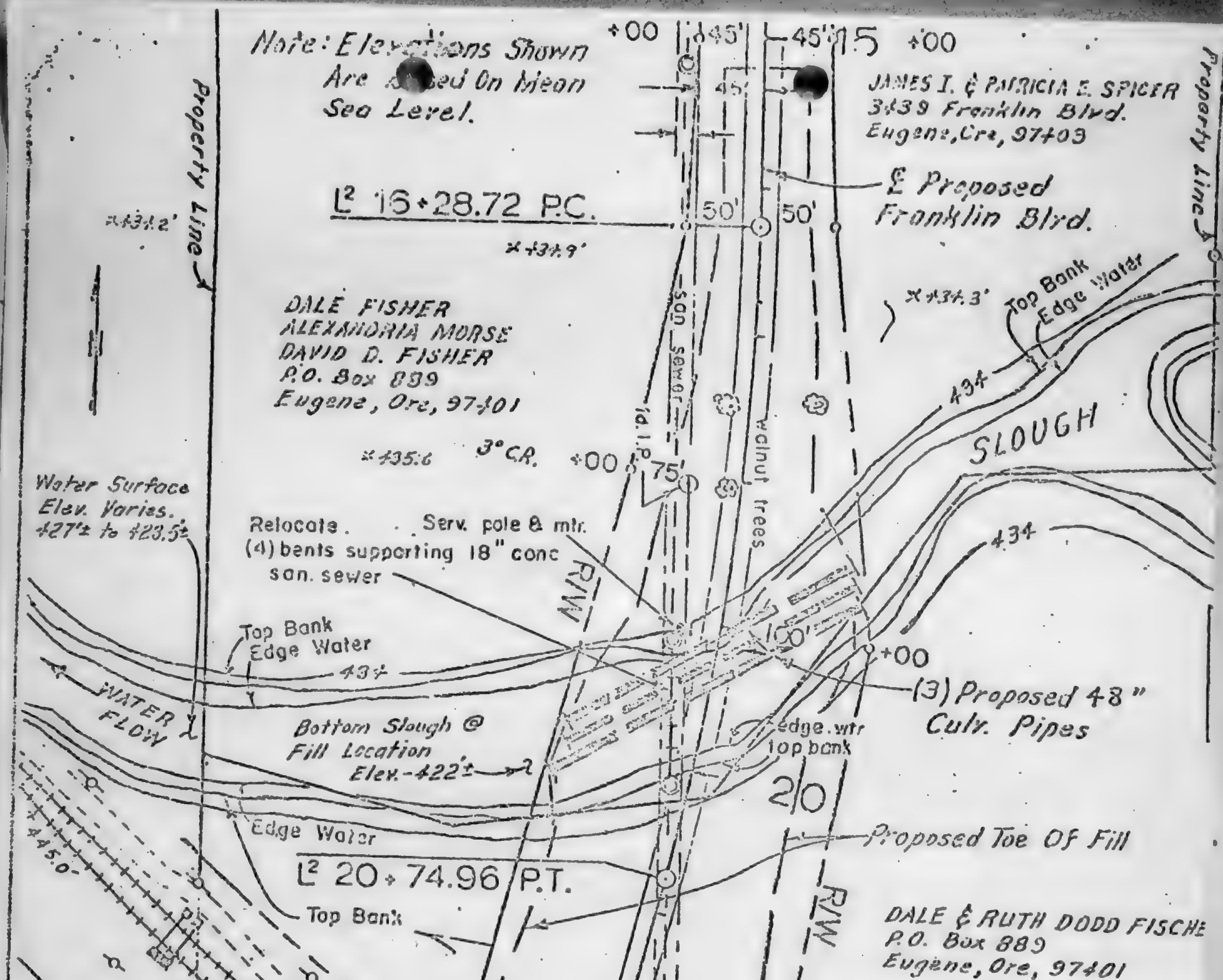
[illegible]

K L


WILLAMETTE RIVER
Water Flow
Freeway
River Mile 191.3
Conc Paved Channel 3' Deep 12' Wide
Franklin Blvd.
Corps of Engineers Flood Plain Study Jan., 1957
100 Year Regulated · El 423
50 Year Regulated · El. 426
20 Year Regulated · El. 424.5
Btm Slough El. 425.4
Water Flow
Slough
℄ Prop'd Glenwood Blvd.
Prop'd (3) 48" Culv. Pipes
Btm Slough El. 422±
Exi'g 72" Culv. Pipe
Prop'd Structure
I-5
N
Judkins Point Interchange
0
300
600
900

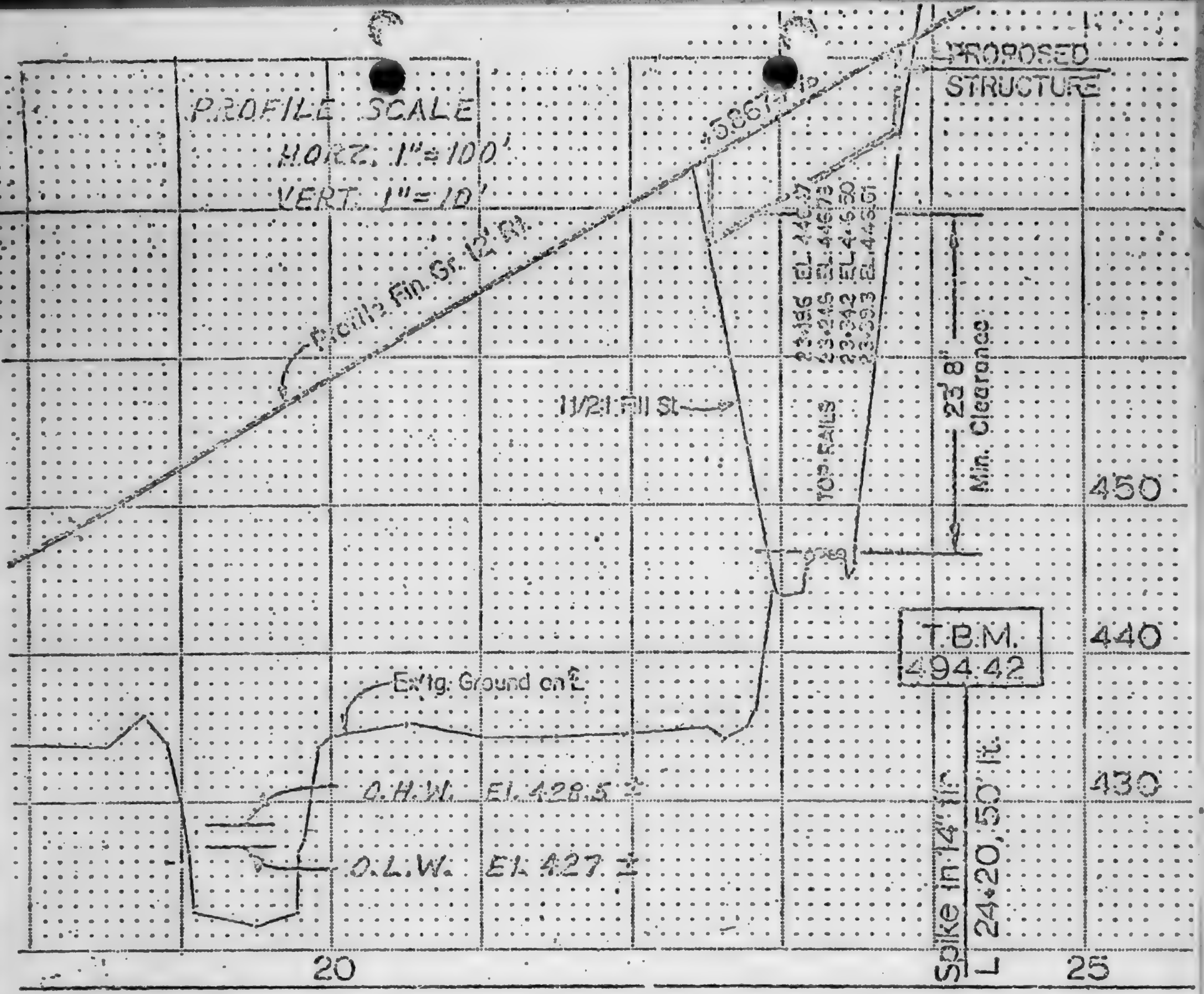
Note: Elevations Shown Are Based On Mean Sea Level.

Proposed Fill
in Willamette River Slough
at Glenwood, Ore. (River Mi. 191.3±)
County of Lane
State of Oregon
Application By Lane County
Dept. of Transportation
Date Sept. 1977
Sheet 2 of 5 Sheets



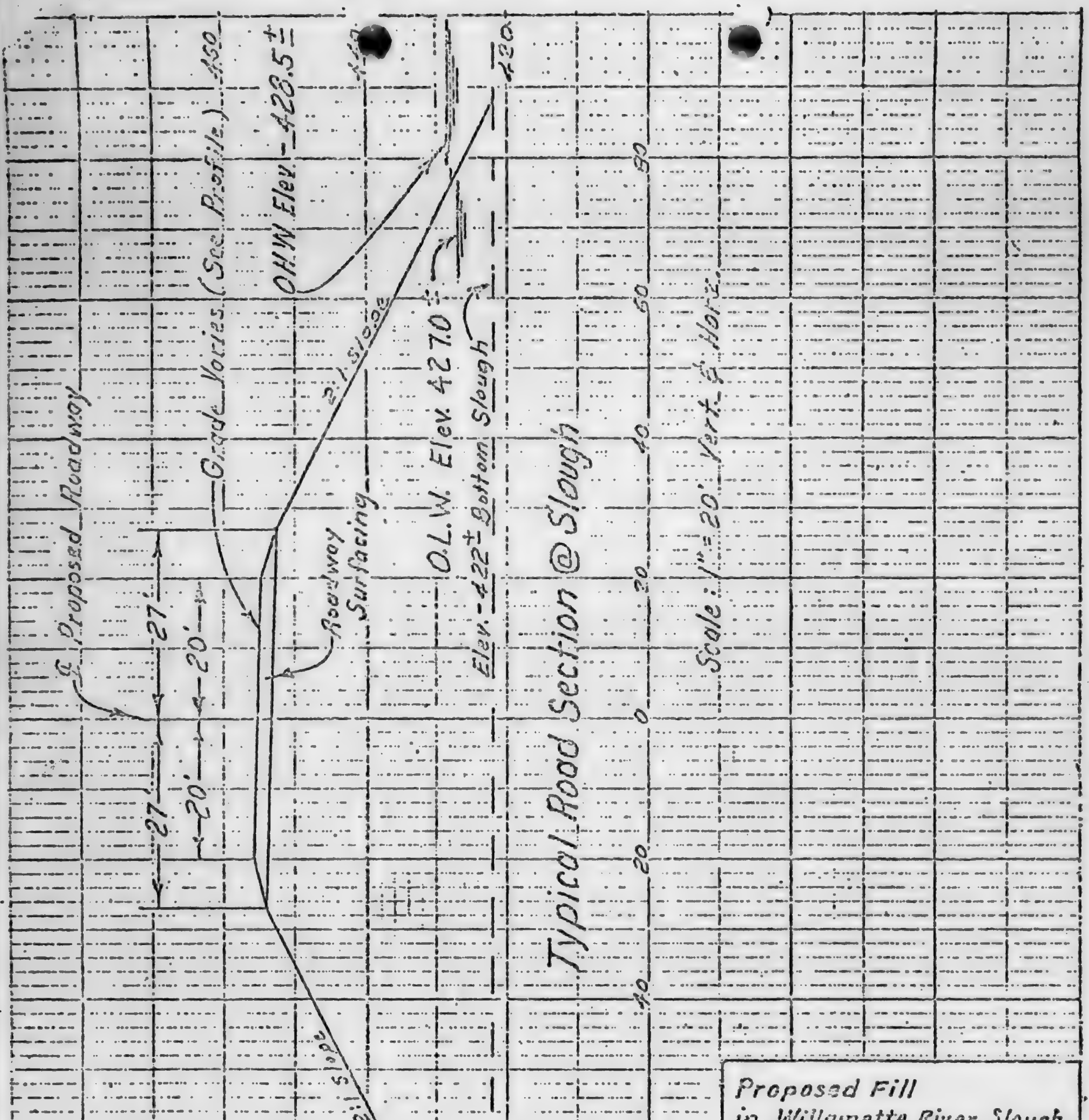
Proposed Fill
in Willamette River Slough
at Glenwood, Ore. (River Mi. 184.3±)
County of Lane
State of Oregon
Application By Lane County
Dept. of Transportation
Date Sept. 1977
Sheet 3 of 5 Sheets

PLAN



Proposed Fill
in Willamette River Slough
at Glenwood, Ore. (River Mi. 184.3±)
County of Lane
State of Oregon
Application By Lane County
Dept. of Transportation
Date Sept. 1977
Sheet 4 of 5 Sheets

PROFILE



Typical Road Section @ Slough

Scale: 1" = 20' Vert. & Horz.

Proposed Fill
in Willamette River Slough
at Glenwood, Ore. (River Mi. 184.3±)
County of Lane
State of Oregon
Application By Lane County
Dept. of Transportation
Date Sept. 1977

Sheet 5 of 5 Sheets

TYPICAL SECTION

8666

Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible]

September 19, 1977

Mr. L.F. Pierce
OBEC Consulting Engineer
City of Springfield
P.O. Box 72
Springfield, OR 97477

Dear Mr. Pierce:

This will acknowledge your letter of September 13, 1977, transmitting one set of preliminary plans and draft specification for the S.P.R.R. overcrossing structure associated with Lane County's FAUS E. 17th-I-5 Section of Glenwood Blvd. Project No. M-1185 (1).

We have contacted Mr. Al Driver, Director of Public Works, to determine the status of the County's permanent easement over the S.P. tracks and the PUC application. He was to advise this office of the progress of this necessary paperwork before we could consider a change in the letting date.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao

cc: D.H. Moehring
Walter Hart
Bill Anhorn
Ellis Jones
Al Driver

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☑ CPE ☐
N SEP 22 1977
m
File: PM FA
(17) TAA Reynoldson LG OP

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

September 13, 1977

Mr. Glen L. Clark
Region Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Re: E. 17th St. - I-5 Section
FAUS Project No. M-1185(1)
Judkins - Franklin Blvd. S.P.R.R. Overcrossing

Dear Mr. Clark:

Transmitted with this letter is one set of full size plans for the bridge structure together with draft specifications for the structure items. Lane County has reviewed and approved the plans and specifications.

We are sending two sets of these documents to Walt Hart for his review and one set to Ellis Jones. We will keep the tracings pending review and will forward them to Salem when the final changes have been made.

Our engineer's estimate of cost will be submitted with the tracings.

Lane County is hoping to have this project bid on the November letting. Please let me know if there is anything else that we can do to help meet that schedule.

Very truly yours,

L. F. Pierce
Chief Engineer

LFP:seb
enclosures

cc: George Price w/enclosure
Walt Hart w/enclosure
Ellis Jones w/enclosure

8666

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

7893 - 12 905

September 6, 1977

PROJECT MANAGEMENT
PME ☑ CC
LGE (4) FAE ☐
SEP 7 1977
File: PM FA
TAA ________ LG OP

Mr. George Price
Lane County Engineer
135 E. 6th Street
Eugene, Oregon 97401

Dear Mr. Price:

Re: E. 17th Ave.-I-5 Interchange (Eugene)
FAUS 1135 (Glenwood Boulevard)
Lane County

We have reviewed your Preliminary Plans for the project and are returning the attached set with our comments and suggestions noted in red. We have not, to date, received a copy of the structure plans and so could not cross-check the grading and structure plans.

Some details of the triple 48" concrete culvert installation we had difficulty inderstanding are the following:

1. What typical section is the excavation in the slough to be made? To what limits and stages is the backfill material to be placed?

2. Is the existing sanitary sewer to remain in place or is a portion to be removed? It would seem desirable to remove the portion in the area of the 48" culverts.

At the 18" sanitary sewer crossing of the 48" culvert pipes we would suggest using concrete saddles rather than styrofoam pads.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

FE:az
cc: G. L. Clark Ellis Jones G. W. Wimer Fred Eriksen

Form 81-734-3122

8666

Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

PRO 6

Mr. Al Driver, Director
Dept. of Public Works
Lane County
125 East Eighth
Eugene, OR 97401

July 15, 1977

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE [✓ ☐] FAE [✓ ☒] OPE ☐
JUL 19 1977
File: PM [✓ FA]
LG OP
TAA ________

Dear Mr. Driver:

This will acknowledge your letter of July 13, 1977, concerning your E. 17th St.-I-5 Section FAUS Project No. M-1185(1) on Glenwood Blvd.

By a copy of this letter, I am asking the Program Management Section to schedule your project, as per your request, for the December 22, 1977, letting.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc D.H. Moehring ✓
Hal Versteeg
Bill Anhorn
Ellis Jones

I've checked this out with other sections and recommend that we schedule the project for the Dec. 22, '77 letting.

BEN GIFFORD

cc DE Swan – Please reschedule for 12-22-77 letting ✓
A Weimer

cc Glenn Clark

8666

Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

PRO 6

Mr. Al Driver, Director
Dept. of Public Works
Lane County
125 East Eighth
Eugene, OR 97401

July 15, 1977

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] [✓ FAE ☐] OPE ☐
JUL 19 1977
File: PM [✓ FA]
TAA ______ LG OP

Dear Mr. Driver:

This will acknowledge your letter of July 13, 1977, concerning your E. 17th St.-I-5 Section FAUS Project No. M-1185(1) on Glenwood Blvd.

By a copy of this letter, I am asking the Program Management Section to schedule your project, as per your request, for the December 22, 1977, letting.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc D.H. Moehring
Hal Versteeg
Bill Anhorn
Ellis Jones

I've checked this out with other sections and recommend that we schedule the project for the Dec. 22, '77 letting.

BEN GIFFORD

cc DE Swan – Please reschedule for 12-22-77 letting

cc Glenn Clark

lane county

July 13, 1977

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Glen:

Thanks for your letter of July 8 outlining the status of Glenwood Blvd. I met with my staff yesterday to determine where we are in the process and offer this information to you.

1) The right-of-way certification is complete and will be mailed today.

2) We have completed the Negative Declaration and the product is in Salem, Environmental Section. I also understand OSHD personnel performed a field noise test and may perform another. We need to know the results and any mitigating measures needing to be taken.

3) All preliminary engineering work by ourselves or OBEC will be paid 100% by the County.

4) Ellis Jones has been involved with the project design and we sincerely appreciate his efforts. The plans and specifications will be ready by August 1.

5) We have been working with SPTC for at least one year and know of no problems so will submit our application to PUC.

My staff knows the importance of this project and we would ask OSHD to schedule the bid for a November letting.

We will keep you informed of the progress and any problems.

Very truly yours,

Al Driver
Al Driver, Director
Department of Public Works

cc: George Price

DEPARTMENT OF PUBLIC WORKS / AL DRIVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

7616

7-28-77

OREGON STATE HIGHWAY DI[illegible]ION
117 DOT Building
Salem, Oregon 97310

2020

Attention: Right-of-Way Section

7-11-77

Subject: Federal Aid Project No. M-1185-(1)
Project Name Glenwood Boulevard, Lane County E 17th Ave - I-5 section

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☒ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 11th day of July, 19 77

County of LANE

Deputy/ General Administrative Officer

Commissioner

Commissioner

Certified By:
Virgil A. Wilson
Regional Right-of-Way Supervisor
Date 6-17-77

APPROVED AS TO FORM
DATE July 5, 1977
Arthur J. Clark
OFFICE OF [illegible] COUNSEL

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

7666

Moehring

Department of Transportation
HIGHWAY DIVISION
Region 3
ROBERT W. STRAUB
GOVERNOR
P.O. BOX 1125, ROSEBURG, OREGON 97470 PHONE 672-6658 ~~[illegible]~~

PRO 6

July 8, 1977

Mr. Al Driver, Director
Dept. of Public Works
Lane County
125 East Eighth Ave.
Eugene, OR 97401

This will acknowledge your letter of July 5, 1977, advising that it is imperative that your FAUS E. 17th Ave.-I-5 Section of Glenwood Blvd. Project No. M-1185(1) be under contract by the end of the year to satisfy a county commitment to an abutting property owner.

The following items are necessary to the forward progress of the project --

1) The right of way certificate is in the hands of Lane County for signature.

2) The county is now finalizing the negative declaration after public and agency review. This final document must then be forwarded to the Environmental Section in Salem for polish and presentation to FHWA for approval.

3) The county is accomplishing the preliminary engineering in cooperation with OBEC and we assume there will be no request for federal participation for this phase. If Lane County is planning on asking for federal-aid for Oregon Bridge's construction engineering, then we need a County/Consultant Agreement as per Section III (construction) Paragraph 3 of the Things to be Done by County on page four of the State/County Agreement No. 5818.

PROJECT MANAGEMENT
JUL 11 77
REFER TO:
Swan
FOR

Info	Investigate	R/D	Action	File	Letter	See me

Preliminary plans must be presented for review and suggestions via Mr. Ellis Jones, Project Monitor. When these details have been resolved, then the corrections are made on the mylar's by the county. The plans and special provisions are then sent to Final Design in Salem for the contract plans preparation.

(continued)

The recently submitted request for a permanent easement over the Southern Pacific Transportation Company's tracks may take up to six months, if not actively pursued. SPTCO should be made aware of the time frame you are operating within. If this is not possible, then you should obtain a permit of entry. This should be resolved soon.

If you have not already done so, then a PUC application (form AX) should be filed immediately. This, also, is a time consuming item. This may be the most critical item in meeting the December 31, 1977 deadline.

It appears possible to meet your deadline, but as indicated above, the critical moves are yours. If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L Clark

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc D.H. Moehring
J.E. Chidsey
Bill Anhorn
Ellis Jones

lane county

July 5, 1977

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Glen:

The Glenwood Blvd. project is vitally important to us. We have several concerns that I want to share with you so we may proceed as rapidly as possible toward a contract date.

Our agreement with Mr. Dale Fischer has been modified to extend the time to be under construction contract to December 31, 1977. It is imperative that we be under contract prior to that date.

Would you please inform me of the elements remaining that we need to resolve?

Again, thanks for your help.

Very truly yours,

Al Driver
Al Driver, Director
Department of Public Works

AD:nlj

cc: George Price

DEPARTMENT OF PUBLIC WORKS / AL DRIVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

8666

Moehring

lane county

PROJECT MA[illegible]EMENT
JUL 7 '77
REFER TO: Swan
FOR: Info / Investigate / R/D / Action / File / Letter / See me

July 5, 1977

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Glenwood Boulevard, FAU No. M-1185 (1)

Dear Mr. Clark:

Thank you for your letter of June 27, advising us of comments received during the draft negative declaration review period.

Please be advised that the application and supporting documents for the easement over the railroad tracks were mailed to Mr. Dick Johnson of Southern Pacific Transportation Co. in Portland last week.

Very truly yours,

George Capelle
Transportation Planner

By:
Kenneth A. Williams
Transportation Planner

KAW/dn

Copy to Moehring
and Chidsey
Sent 7/6/77

(41)

✓

DEPARTMENT OF PUBLIC WORKS / AL DRIVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

8666

Rulien

ROBERT W. STRAUS
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

March 17, 1977

Mr. George Price
Principal Engineer
Lane County
1820 Roosevelt Boulevard
Eugene, OR 97402

Dear Mr. Price:

This will acknowledge your letter of March 15, 1977, concerning your Glenwood Blvd. FAUS project.

Thank you for advising that there is pending right of way problems that probably will delay the project beyond the July letting date suggested by this office based on environmental considerations.

By a copy of this letter, I am suggesting to the Program Management Section that this project be added to the September letting schedule.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER
By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien ✓
Bill Anhorn
Ellis Jones

Ha - Fred

PROJECT MANAGEMENT
MAR 18 '77
REFER TO:
Info Investigate R/D Action File Letter See me

NOTED
MAINOR C. HOLMES

Rp

lane county

March 15, 1977

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Attention: Glen L. Clark, Federal Aid-Engineer

Dear Glen:

Ellis handed me a copy of your letter to our George Capelle dated February 25, 1977, relative to scheduling the Glenwood Boulevard FAUS project. I note in the letter that if all phases are completed on time, the project could be advertised for the July 28, 1977 bid opening.

I am somewhat hesitant to admit that here in Lane County, occasionally our left hand doesn't know what the other left hand is doing.

Even though the Draft Negative Declaration and other planning phases might be completed, we in the Engineering Division are still trying to resolve some right of way problems. Our P.U.C. application and final design are dependent upon the resolution of the right of way question, so we don't anticipate we could be ready for a bid opening prior to September, 1977.

If your Salem office has scheduled the project for July, please advise them of the tentative change to September, 1977.

Sincerely,

Geo Price
George Price
County Engineer

GP/sm

ENGINEERING DIVISION / TRANSPORTATION DEPARTMENT / AL DRIVER, DIR / 1820 ROOSEVELT BLVD / EUGENE, OR 97402 / (503) 688 5231

8666

Bulien

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
672-6658
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible]

PRO 6

Mr. George Capelle
Transportation Planner
Lane County
125 East Eighth
Eugene, OR 97401

February 25, 1977

PROJECT MANAGEMENT
FEB 28 '77
REFER TO:
FOR

Info	Investigate	R/O	Action	File	Letter	See me

Dear Mr. Capelle:

It would appear possible to make the July 28, 1977, bid opening with your E-17th St. - I-5 Section of Glenwood Ave. FAUS project. Below is a rough approximation of the schedule of occurances that must be met to accomplish this:

1.	Draft Negative Declaration - advertise and circulate copies for review	4 weeks — HEARING?
2.	Prepare Final Negative Declaration	1-2 weeks
3.	Revised preliminary plans available	———
4.	Submission of preliminary plans to Bridge and Design Section for review	3 weeks
5.	Return of preliminary plans to local agency for required revisions	2 weeks
6.	Submission of plans, specifications, and estimates to Program Management Section for programming construction phase with FHWA	3 weeks
7.	FHWA review and approval	2 weeks
8.	Advertising for bids	3 weeks
9.	Bid opening — TOTAL	18-19 weeks

(continued)

FAUS
✓ HAL-FRED

NOTED
MINOR C. HOLMES

Thus, it would appear that if your Draft Negative Declaration was completed by mid-March, that you could make the July 28 bid opening. The above times may vary. The 30 days advertising of the Draft Negative Declaration and the 3 weeks to advertise for bids cannot be shortened.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
J.H. Versteeg
R.W. Ellison
Bill Anhorn
Ellis Jones

8666

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

February 7, 1977

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB - 8 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Harold Reynoldson
Rural Program Engineer
County & City Section
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

1. SODOM DITCH SECTION FOR LINN COUNTY - OFF SYSTEM

   Consultants Agreement approved. Corps of Engineers and State Land Board approvals received. Drawings and special provisions of specifications sent to Salem. All preliminary engineering work completed. Letting scheduled for March 24, 1977.

2. GAZLEY BRIDGE SECTION FOR DOUGLAS COUNTY - OFF SYSTEM

   Consultants Agreement, Corps of Engineers approval, and State Land Board approvals received. Final drawings have been submitted and returned for minor corrections. Final drawings and rough draft specifications should be mailed to OSHD late next week. Our proposed letting date is June 23, 1977, also we would agree to May 26, 1977.

3. LONG TOM RIVER SECTION OF HIGH PASS ROAD FOR LANE COUNTY - FAS-C

   No Consultants Agreement for Preliminary engineering or Field Engineering (we gave up after 13-1/2 Months waiting). Corps of Engineers and State Land Board permits not required. Final design approved by County and OSHD. Rough draft specifications and final drawings should be submitted in late February. Proposed letting date is April 28, 1977 or May 26, 1977, as second choice. Would prefer a late September date if earlier dates not feasible.

4. PARSONS CREEK BRIDGE ON MARCOLA ROAD FOR LANE COUNTY - FAS-C

   Consultants Agreement for construction engineering submitted in February 1976, and received today. State Land Board Permit not required. Corps of Engineers letter June 24, 1976, indicates permit not necessary. Final design drawings will be submitted the first week in March with rough draft specifications. Proposed bid date is May 26, 1977.

5. CCC AND LOST CREEK SECTION OVER NEHALEM FOR TILLAMOOK COUNTY FAS-C

Consultants Agreement for preliminary engineering and construction engineering submitted April 22, 1975, revised May 23, 1975, and revised October 27, 1976, OSHD approval not received. State Land Board permit received. Corps of Engineers permit sent August 10, 1976, and no word received. OSHD (Phil Stearns) reports project assessment submitted on April 22, 1975, has now been rejected by FHWA. Expect authorization to proceed sometime in 1977. Meanwhile design and alignment tacitly approved by OSHD on November 23, 1976. Final drawings and rough draft specifications will be completed in March 1977. Letting date planned for June 23, 1977.

6. COBURG ROAD NORTH - MUDDY CREEK SECTION FOR LANE COUNTY - FAS-C

Consultants Agreement for construction engineering submitted May 1975, approved on December 20, 1976. State Land Board permit received June 30, 1976. Corps of Engineers permit not required by letter of June 28, 1976. We have no knowledge if an additional project assessment has been required or approved. We plan on final drawings and rough draft specifications to be ready for scheduled OSHD letting of May 26, 1977 or June 23, 1977, at the very latest.

7. DEXTER LAKE BRIDGES FOR LANE COUNTY - FAS-C

Consultants Agreement submitted and approval pending. No other permits applied for as of this date. Preliminary designs approved by Lane County. Project has been reduced to include only construction of the Southernly structure nearest Highway 58. Designs are not far enough along to predict possible construction phase.

8. GLENWOOD CONNECTOR FOR LANE COUNTY - FAU

Design and construction engineering by Lane County. Preliminary plans approved by Lane County, effected property owners, and Southern Pacific Railroad. Will be moving towards a preliminary PUC hearing in the very near future. Possible construction in late fall, 1977.

9. HARRISON STREET BRIDGE SECTION FOR CITY OF COTTAGE GROVE - FAU

Design and construction engineering not a part of Federal funding. Corps of Engineers permit being applied for currently. City has applied for current FAU funds allocated to this project. Tentative plans are for construction in late Fall this year.

10. 2ND AVENUE VIADUCT FOR CITY OF LA GRANDE - ~~FAS C~~ SBR.

Engineering agreement submitted in December and early approval promised by State. City of La Grande preparing documents for preliminary PUC hearing with Union Pacific Railroad and effected parties. Early approval of preliminary plans by PUC and OSHD could mean going to bid in November 1977 or early 1978.

W. A. Palmateer
General Manager

WAP:seb
enclosure

cc: Al Driver
George Price

8666

1-18-77

8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

INSPECTION REPORT

REGION NO. 10	REPORT ON Environmental Study Committee Meeting	DIVISION Oregon'
DATE OF INSPECTION 1-18-77	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. M-1185(-)

IN COMPANY WITH
OSHD Study Committee

REMARKS

INTERSTATE 5 - E. 17th St.
Glenwood Blvd.
Eugene

I reviewed this proposed project in the field on 9-3-76 while in the area on other business. The report is well written and quite inclusive. My only significant comment concerned the fact that the County had already purchased the right of way for this project. The report did not specifically explain that the right of way had been purchased several years ago in anticipation of the project. I suggested that this fact be explained in the report to eliminate possible questions concerning the integrity of the action plan process.

Other committee suggestions or criticism were rather minor in nature and are indicated by marginal pencil notes on the attached pre draft copy.

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO
Quinn
FOR

cy Potter
Vcosteig
Terzin
Shirley

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

☆ GPO: 1970 0-387-254

8666

8

December 2, 1976

Board of County Commissioners
Lane County
Courthouse
Eugene, OR 97401

Attention: Donald M. Penfold
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5818

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of East 17th Avenue-I-5 Interchange Section of Glenwood Boulevard.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

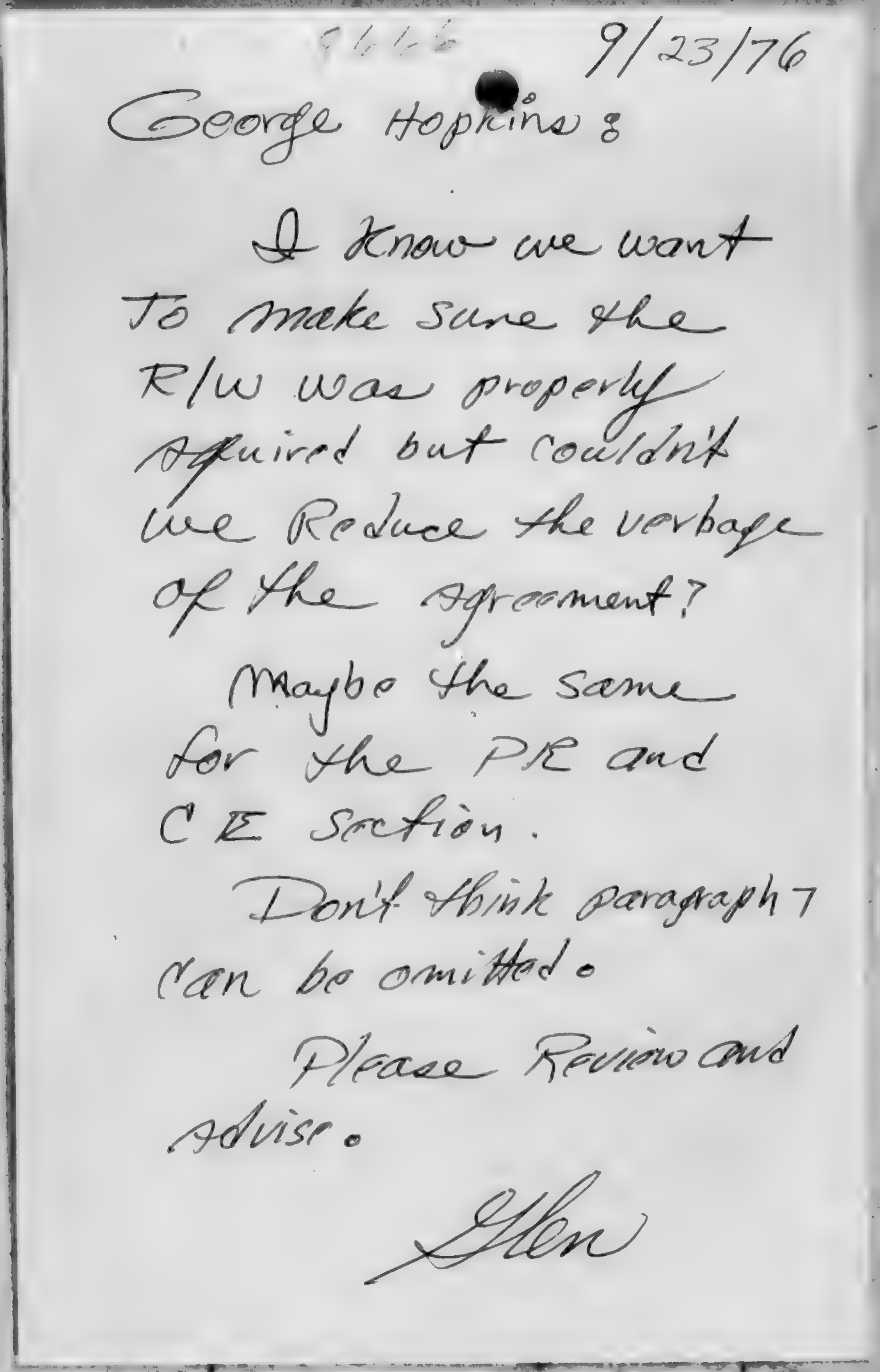
Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)



9666 9/23/76

George Hopkins:

I know we want To make sure the R/W was properly aquired but couldn't we Reduce the verbage of the agreement?

Maybe the same for the PR and CE section.

Don't think paragraph 7 can be omitted.

Please Review and advise.

Glen

lane county

September 20, 1976

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Glen:

There are several items I wish to bring to your attention concerning the Urban System Project Agreement for Glenwood Blvd.

1) Several areas including Section II refer to right-of-way reimbursement and right-of-way lines. We have secured the right-of-way with our own funds and established the right-of-way limits. We will not seek participation reimbursement for the right-of-way.

2) As to the construction engineering costs, we again will not seek participation reimbursement. It seems redundant to include the item when we do not seek the funds. Item 7 under Section IV appears to be unnecessary.

Glen, since we prefer to expend our own funds on right-of-way acquisition, preliminary and construction engineering, is there any reason for these items to be addressed except that the County will assume this funding responsibility and will not seek reimbursement from Federal or State funding sources?

If I'm missing something please call my attention to it.

Thanks!

Very truly yours,

Al Driver

Al Driver, Director
Department of Transportation

AD:nlj

RECEIVED
COUNTY & CITY SECTION
SEP 27 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
SEP 27 '76
REFER TO:
FOR
Info Investigate R/D Action File

DEPARTMENT OF TRANSPORTATION / AL DRIVER, DIRECTOR / 135 EAST 6TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

FORM 2-30 8666 FAUS

[illegible]REGON STATE HIGHWAY D[illegible]SION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE September 22, 1976

TO Virgil Wilson
Regional R/W Supervisor

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Interstate Highway 5 to E. 17th Street
Glenwood Blvd.
Lane County

On the Project Assessment received under date of September 17, 1976, a statement is made under Item B.1. that all right-of-way is in County ownership and that all applicable Federal and State laws would be observed during negotiation and purchase.

Please check to determine if this statement is accurate for any right-of-way acquired subsequent to January 2, 1971.

JRO:ha
cc Doug Luth
George Hopkins ✓

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COUNTY & CITY SECTION
SEP 2? 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☑ RPE ☐

PROJECT MANAGEMENT
SEP 22 '76
REFER TO Doug H
FOR

Info	Investigate	R/D	Action	File	Letter	Signature
✓						

8666

Rulien FAUS

OREGON STATE HIGHWAY DIVISION

REGION 3

PRO 6

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Al Driver, Director
Dept. of Transportation
Lane County
135 East Sixth Avenue
Eugene, OR 97401

September 17, 1976

Dear Mr. Driver:

Attached are three copies of an Urban System Project Agreement No. 5818, concerning the East 17th Ave.-I-5 Interchange Section of Glenwood Blvd. in Lane County. ✓

This office is not clear as to the status of the necessary right-of-way for this project. By a copy of this letter, I am asking Mr. Virgil Wilson, Region Right-of-Way Supervisor to contact you and determine the status. Then, if necessary, he will begin processing the supplemental Right-of-Way Agreement referred to in this Agreement.

Please review this document, and if satisfactory, obtain the necessary signature and return all three signed copies to this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
SEP 20 1976
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT
SEP 22 '76
REFER TO R
FOR
Info | Investigate | R/D | Action | File | Letter | See me

GC/slc

Encl.

cc: L.W. Rulien ✓
Bill Anhorn
Doug Greene

8666

Rulien FAUS

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PRO 6

Mr. Al Driver, Director
Dept. of Transportation
Lane County
135 East Sixth Avenue
Eugene, OR 97401

September 13, 1976

RECEIVED
COUNTY & CITY SECTION
SEP 17 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☒ UPE ☑ CE ☒ RE ☒ RPE ☐

Dear Mr. Driver:

This will acknowledge receipt of Check No. 8064 dated September 3, 1976, in the amount of $2,300 for state force services expected to be rendered on the FAUS project 17th Ave.-I-5 Section of the Glenwood Connector.

-P.E.

By a copy of this letter, your check is being forwarded to Mr. Skoog, Controller, for routine handling. An Order to Render Service is being prepared and distributed to interested parties.

Very truly yours,

7793-12-905

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER
By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien ✓
V.E. Skoog
B. Vaughn
D. Greene

PROJECT MANAGEMENT
SEP 16 '76
REFER TO:
FOR
See me
Letter
File
Action
R/D
Investigate
Info

8666 9

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 10, 1976

In reply refer to: 1041B.3

SUBJECT: M-1185(-)
I-5 to E. 17th St.
Glenwood Blvd., (Eugene)

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 25, 1976 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, design and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

CC:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

RECEIVED
STATE HWY ENGR
SEP 14 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

noted
[illegible]

8666

9

September 1, 1976

TO G. L. Green, Division Administrator
Federal Highway Division

Joseph L Gaither

FROM L. W. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following to Part I of the subject program.

Area: L
Item No.: 73405
Project No.: M-1185(-)
F.A. Route No.: FAU 1185
Section: E. 17th-I-5 (Glenwood Blvd.)
Highway: Co. Rd.
Begin M.P.: N/A
Length: N/A
County: Lane
City: N/A
Work: Grading, Paving
Estimated Cost: 305,000
F.A. Cost: 261,500

This project is exempt from A-95 review per working agreement.

DES:re

cc: B. L. Gifford

8666

9

DATE: August 19, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System
Project Requests

Presented for your consideration at the August 24 meeting will be two requests for approval of Urban System projects.

Lane County is requesting a $355,000 project to construct a two-lane section on Glenwood Boulevard in Eugene.

The request from Marion County is for a $35,000 project to construct a bikeway on Verda Lane.

Federal Urban System funds for these projects are estimated at $268,000 with the State providing approximately $21,815 in match funds and approximately $100,185 being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

GEZ:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
C. O. Fredrickson
Alfred Shirley, Jr.
L. W. Rulien
V. E. Skoog
Don Harwell
George Bell

LANE COUNTY
Proposed Urban System Project

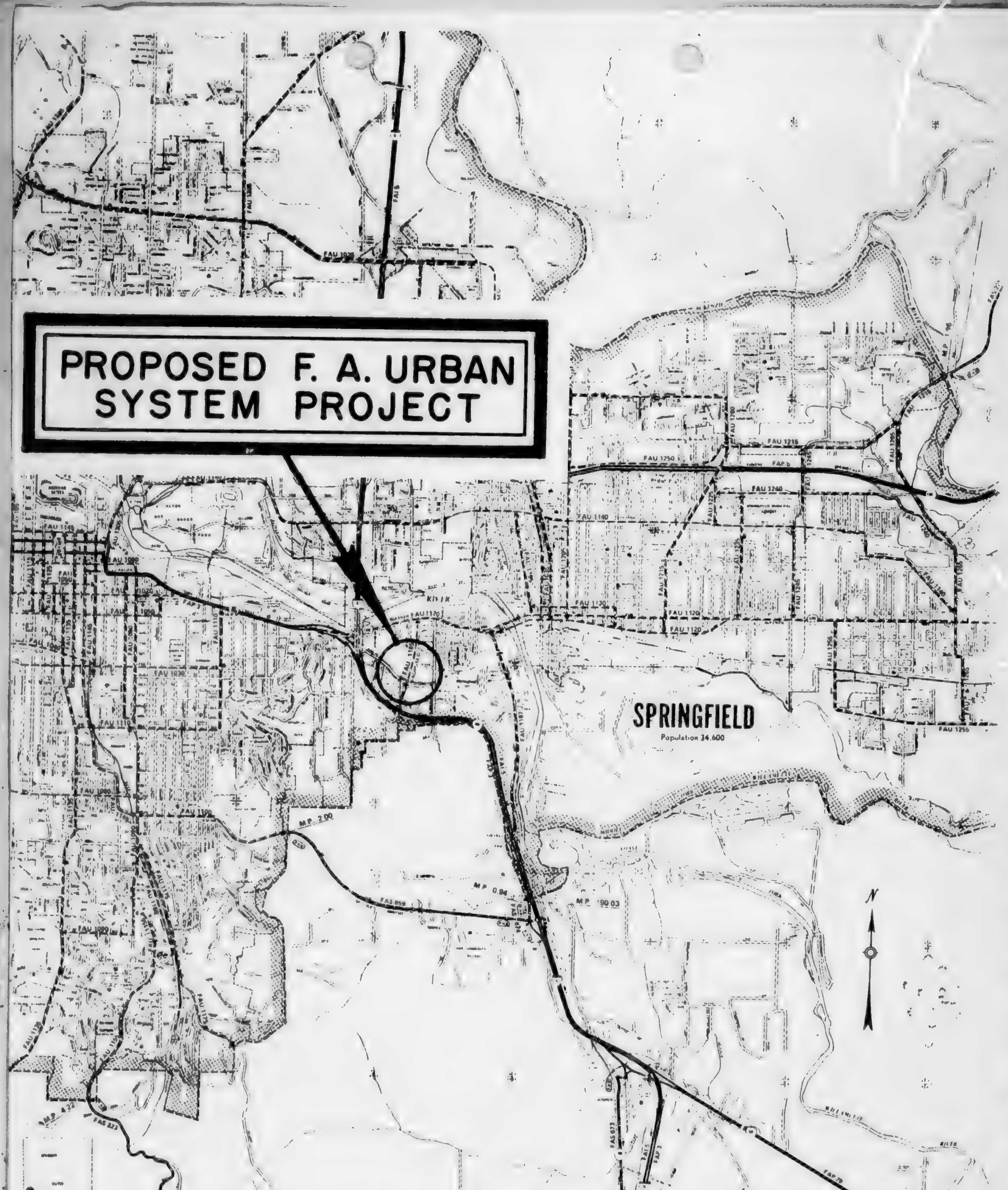
E. 17th Ave.-I-5 Interchange Section
Glenwood Boulevard, FAU 1185
Grade, pave and structure
0.35 mile
$355,000

This project consists of constructing a new two-lane facility on Glenwood Boulevard between East 17th Street and I-5 Interchange. Construct a structure to provide a grade separated crossing of the SPRR tracks.

Provide necessary construction engineering.

Provide sidewalk/bikeways.

76-h
8/17/76



PROPOSED F. A. URBAN SYSTEM PROJECT

8666

F-AUS

Rulien

M-

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PRO 6

Mr. Al Driver, Director
Dept. of Transportation
Lane County
135 East Sixth Ave.
Eugene, OR 97401

August 19, 1976

Dear Mr. Driver:

There will be certain work items to be performed by state forces in connection with your FAUS project — 17th Ave. - I-5 on Glenwood Blvd. This office is preparing an order to render service, as per our agreement with local agencies in the urbanized area.

The current estimate for such services is $2,300. Please forward a check for this amount as an advance deposit to this office.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

GC/slc

cc: L.W. Rulien ✓
Bill Anhorn
Doug Greene

PROJECT MANAGEMENT
AUG 23 '76
REFER TO
FOR
Info • Investigate R/D Action File Letter See me

RECEIVED
COUNTY & CITY SECTION
SEP 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

R

NOTED
D. E. SWAN

8666

8-10-76

LANE COUNTY

E. 17th St. - I-5 INTERCHANGE SEC.

GLENWOOD BLVD, FAU 1185

78% F.A. Project

TOTAL ESTIMATED COST - $305,000

FED. FUNDS (78%) - 237,900

$67,100

STATE SHARE (11%) — $33,500

COUNTY SHARE (11%) — 33,500

86% F.A. Project

FED. FUNDS (86%) - 237,900

TOTAL F.A. Project - 276,630

$38,730

STATE SHARE (7%) - $19,365

COUNTY SHARE (Partial) - 19,365

TOTAL COST - TOTAL F.A. Project

305,000 - 276,630 28,370

TOTAL COUNTY SHARE - $47,745

8-10-76
2

LANE COUNTY

E. 17th ST. - I-5 INTERCHANGE SEC.
GLENWOOD BLVD, FAU 1185

78% F.A. Project

TOTAL ESTIMATED COST - $305,000
FED. FUNDS (78%) - 237,900
$67,100

STATE SHARE (11%) — $33,500
COUNTY SHARE (11%) — 33,500

86% F.A. Project

FED. FUNDS (86%) - 237,900
TOTAL F.A. Project - 276,630
$38,730

STATE SHARE (7%) - $19,365
COUNTY SHARE (Partial) - 19,365
TOTAL COST - TOTAL F.A. Project:
305,000 - 276,630 28,370
TOTAL COUNTY SHARE - $47,745

8666

Rulien

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PRO 6

July 22, 1976

Mr. John E. Goodson
Trans. Planning Engineer
Lane County
135 East Sixth Ave.
Eugene, OR 97401

Dear Mr. Goodson:

This will acknowledge your letter of July 20, 1976, transmitting an FAUS Project Application and Project Assessment for the 17th Ave E. - Interstate 5 Section of Glenwood Blvd.

This overall project (McKenzie Highway-Interstate 5) is included in the current Transportation Improvement Program (TIP), but as a Lane County funded endeavor.

You have indicated that on July 16, 1976, the Metropolitan Area Transportation Committee had approved the use of $305,000 FAUS funds for this portion of the overall project. The balance is being constructed with County funds.

By a copy of this letter, your application is being forwarded to the Program Management Section for further review and agreement preparation activity. The Assessment is being given to Mr. Engelmann, Regional Environmentalist, for review. He will contact your office directly if additional information is desired.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Gary Maurer

GC/slc

CC: L.W. Rulien ✓
Bill Anhorn
Doug Greene

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
JUL 26 '76

8666

lane county

July 20, 1976

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Mr. Clark:

Forwarded herewith is a Federal Aid Urban System Project Request for construction of Glenwood Blvd., a new road section, between Interstate 5 and East 17th Street. The proposed project is approximately 2,000 feet in length and will consist of two 12 foot travel lanes with 8 foot paved shoulders. An elevated structure will provide grade separated crossing of the SPRR tracks.

The need for this project has been recognized for several years and was recommended for impementation by the Eugene-Springfield Area Transportation Study in 1967. The project is shown as a proposed route on this area's Federal Aid Urban System, is included in the Transportation Improvement Program adopted by the Lane Council of Governments, and is listed in the Lane County Five Year Capital Improvement Program. Glenwood Blvd. was added to the County Master Road Plan in March, 1976, following public hearings by both the Lane County Planning Commission and the Board of County Commissioners.

Supporting documents included with this project request include (1) a project assessment and (2) documentation of an amendment adding Glenwood Blvd. to the Eugene-Springfield Area FAU list with subsequent approval by the Metropolitan Area Transportation Committee. Separate documentation of the public hearings held with regard to placing Glenwood Blvd. on the County Master Road Plan will follow shortly.

Your assistance in reviewing and processing this application is appreciated.

Respectfully submitted,

John E. Goodson
Transportation Planning Engineer

JEG:nlj

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COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

DEPARTMENT OF TRANSPORTATION / AL DRIVER, DIRECTOR / 135 EAST 6TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

Form E-1[illegible] 8666

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

arty Requesting Service:

Lane County

Order No. 3-91

Date 7/10/76

By: Al Driver, Director

Dept. of Transportation
(Official Capacity)

Prefix and account number to which work is to be charged (1) 7893-12

Project No. M-1185(1)

Description and Location of Work To Be Performed or Materials To Be Furnished:

Provide preliminary engineering and contracting services to Lane County to assist them in construction of Glenwood Blvd. between I-5 and E 17th Ave. (FAU 1185).

Estimate of Quantities and Cost

Field 901	500	Proj. Management	920	300
Final Design 905-500		Specifications	921	200
Bridge Design 906-500		Environmental	923	300

Basis of Payment:

☐ Monthly payments
☒ Single payment on completion of work
☐ Other basis as follows:

Amount of advance deposit (if any) $ 2,300.00

Deposit received by Secretary on

Authority from Requisitionist:

☐ Agreement dated
☐ Letter to ...... date
☐ Oral request to ...... date

Department Authority:

☐ Order of Highway Commission
☐ Order of State Highway Engineer
☒ Head of department issuing order

Field information submitted by ...... in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing Alfred Shirley, Jr.

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region III Office Department

Signed John Christopherson
JOHN CHRISTOPHERSON
Region Office Engineer

nstructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP*F190

C.C. J.H. Versteeg
Gary Potter
Dick Lentz

PL Carstensen
Cliff Laux
C.J. Gregg

Rev. 6/5/75

7666

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date 7/14/76

Applicant Agency Lane County

Federal Aid System Route No. FAU 1185 Route Name Glenwood Blvd.

Project Name Glenwood Blvd. (17th to I-5)

Project Length Appx. 1800 feet Project Location (Attach sketch map)

Project Description Project will extend Glenwood Blvd from East 17th Street to the existing I-5/Glenwood Interchange. This project will provide two twelve foot travel lanes with eight foot paved shoulders on each side. A structure will provide grade separated crossing of Southern Pacific Railroad tracks.

Average Daily Traffic N/A Design Speed N/A

Projected 1977 ADT 2000 Project Complete 35-40 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) None

Width ___ Travel Lanes ___ Shoulders ___

Medians ___ Parking ___

Sidewalks ___

Other ___

2. Desired Roadway Cross Section: (Attach sketch)

Width 40 ft. Travel Lanes 2 Shoulders 8 ft.

Medians None Parking Shoulder only

Curbed No Length Curb Radii ___

Sidewalk/Bikeway Shoulder only

Other ___

FOOTNOTES: A 78% federal grant is requested for this project--for a total of $237,900 federal funds.

Max Fed Funds

Description of Proposed Roadway Work Project will provide two 12 foot paved lanes and two 8 foot paved shoulders and will extend from East 17th Street to the Glenwood/I-5 Interchange.

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 90' Minimum 90' Maximum 220'

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? N/A

4. Will applicant acquire right-of-way and have State review negotiations?
Yes ____ No X

5. Should State negotiate and acquire right-of-way in behalf of applicant?
No

6. Should State prepare options? Yes ____ No X

7. Is a public hearing necessary? No
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization:

None

2. Proposed Signalization: None

Location

Type

Phases
Type of Suspension
Interconnected
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location:

None

2. Proposed Illumination:

Location None
Type

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Size
To Remain in Place?

2. Proposed Structure:

Location Grade separation structure at SPRR tracks

Is a particular type of structure and design desired? No

Approximate size of proposed structure Span Length 124 feet; width 40 feet

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

FOOTNOTES:

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA

1. **Are there any railroad crossings?** Yes **Location** Proposed grade separated crossing at intersection of Glenwood Blvd. and SPRR.

   Type of existing crossing None
   Existing crossing protection N/A

   Name of Railroad Southern Pacific Transportation Co.
   Number of Tracks: Mainline 1 Siding 1 Total 2
   Angle of Intersection not applicable (grade-separated crossing)
   Sight Distance: (Direction) Distance
   (Direction) Distance
   Number of Trains: Passenger Speed
   Freight Speed

2. **Will existing railroad crossing be altered?** No. There is no existing railroad crossing. Proposed crossing will be grade separated.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement
2. Environmental
3. Public Hearing

Lane County, Department of Transportation
Office
Transportation Planning Engineer
~~Office~~
687-4491
~~Office~~

REMARKS: A public hearing was held on February 24, 1976, for the purpose of placing Glenwood Blvd. on the County Master Road Plan.

VIII. GENERAL INFORMATION

1. **Other work or conditions not covered by preceding sections** Lane County is currently constructing Glenwood Blvd. from Franklin Blvd. to East 17th Street.

2. **Does the applicant desire to perform the project preliminary engineering?**
Yes X **No** ______

Does the applicant desire to perform the project construction engineering?
Yes X **No** ______

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. **Applicant's Estimate of Cost for Requested Project:**

Roadway Work	$ 155,000
Right-of-Way Costs (if participating)	--
Traffic Control	--
Illumination	--
Structures	~~150,000~~ $200,000
Railroad	--
Other	--
Preliminary Engineering	--
PROJECT TOTAL	$ ~~305,000~~ $355,000

FOOTNOTES:

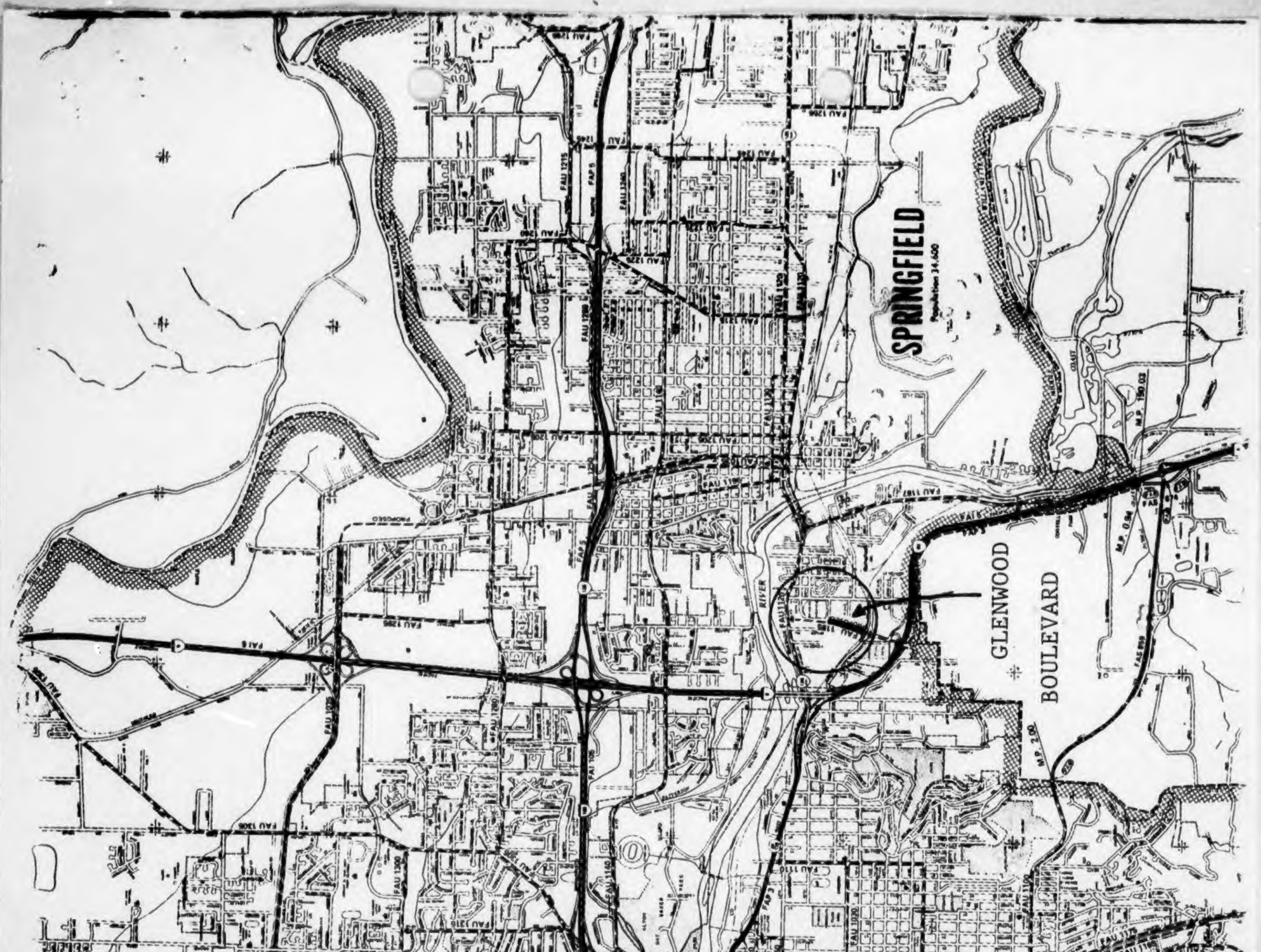
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

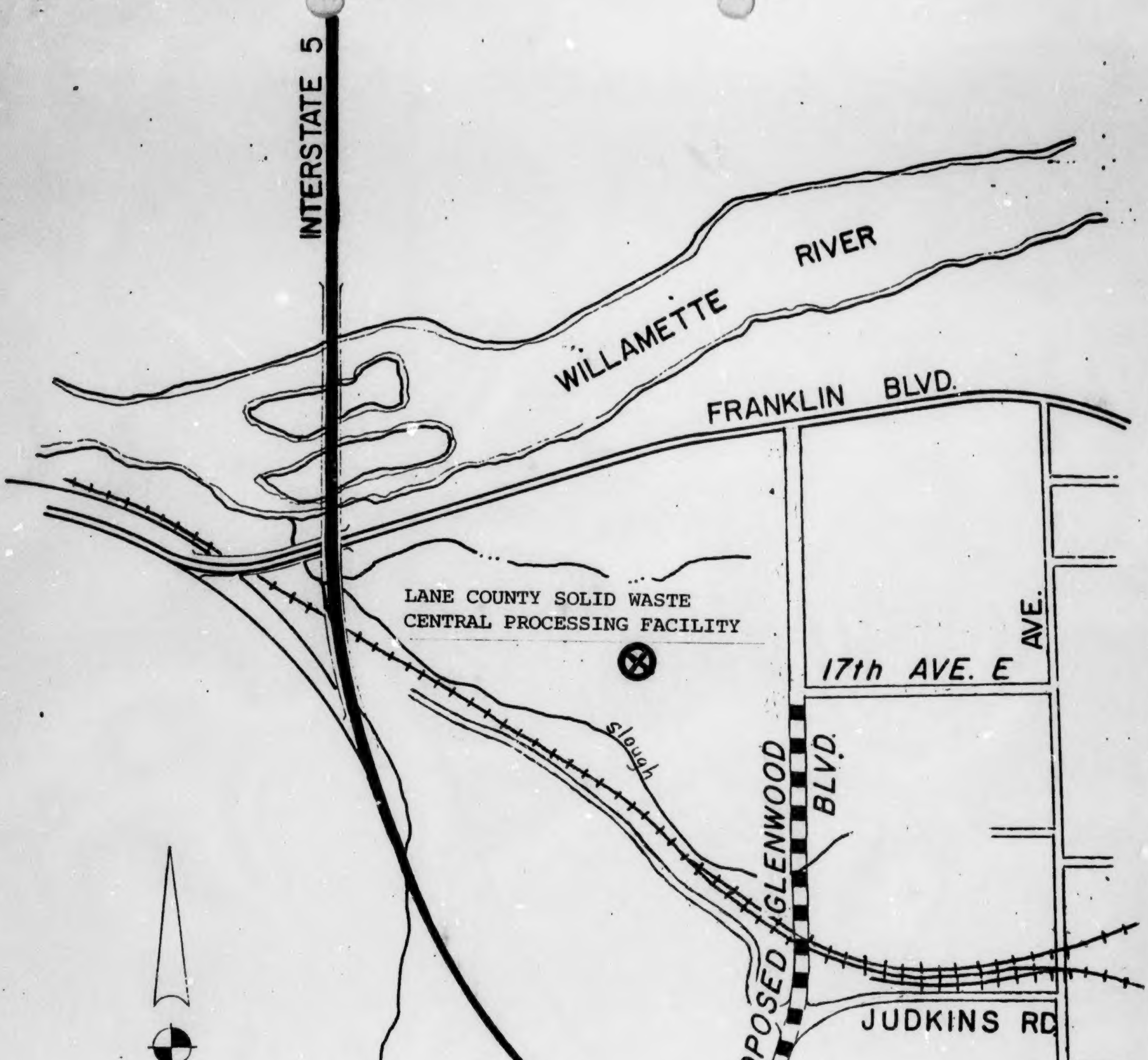
City of ______ and/or Lane County

By ______ By Al Driver Director
Department of Transportation

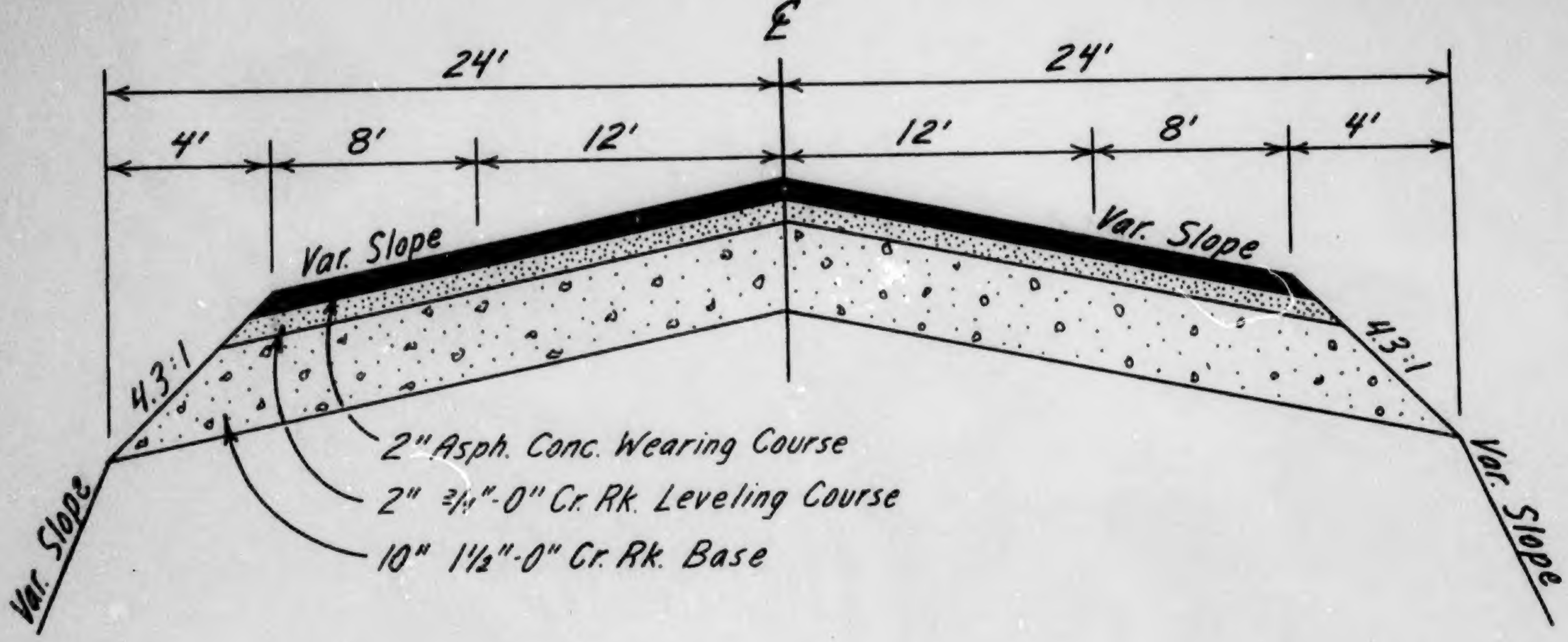
By ______ By ______

By ______


SPRINGFIELD
Population 24,600
GLENWOOD
BOULEVARD
EUGENE
Population 93,800
RIVER
FAU 1067
FAU 1020



INTERSTATE 5
WILLAMETTE RIVER
FRANKLIN BLVD.
LANE COUNTY SOLID WASTE
CENTRAL PROCESSING FACILITY
17th AVE. E
AVE.
slough
PROPOSED GLENWOOD BLVD.
JUDKINS RD
HENDERSON



GLENWOOD BLVD.

TYPICAL SECTION

NO SCALE

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: DEPARTMENT OF TRANSPORTATION

Title of Record Series: CONSTRUCTION CONTRACTS

Arrangement of Records: Contract #

Index:

INDEXING: Begins with 8654 Ends with: 8666

FLASH CARDS:

Remarks:

Reel No. 197 Reduction Ration 21 X Project No

Camera: Name Bell & Howell Model File Master Film 16 mmm AHU

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 13 day of September 19 88 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Joseph O. [illegible]